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Seamen's Law Ruins Lake Lines

La Follette Act is Undergoing Its Real Test and Result is Abandonment of Several Lake Routes

FROM behind the war cloud which has masked its influence ever since enactment, the seamen's law is emerging in its true colors as a real barrier to American marine success. Shortly after passage, this law brought about the practical withdrawal of the American flag from the Pacific.

In the intervening years, the war prevented a test of the seamen's act. Just as the government immediately after taking over the railroads put into effect the increased rates previously denied on petition from the land carriers, so in the case of water transportation the government ignored most of the barriers which shippers had ineffectually fought.

Handicapped Before Starting

But the influence of the war has become a memory as far as business expansion is concerned. In the same way, the immense expenditures of federal funds, carried on, as in the marine field, for months after the armistice, are rapidly dwindling. In other words, private business, particularly American shipyards and ship operators, are once again facing the keenest of world competition. Left to their own resources this condition might easily be met. But the old ball and chain of restrictive legislation, fostered by prejudice and enacted in ignorance, is showing again the retarding influence which was unnoticeable when shipping moved at war speed.

Turn for a moment to the passenger lines of the Great Lakes. The Lake Huron division of the Detroit & Cleveland Navigation Co. will be abandoned this year after nearly a half century of continuous operation. The Ashley & Dustin line tied up its steamer the year after this boat had built up its greatest freight and passenger carrying record. On Lake Michigan four of five passenger lines with headquarters at Chicago are in the hands of receivers. Detroit is left for the first time in 40 years without direct upper Michigan steamer connection.

A. A. Schantz, president of the D. & C. line says: "The LaFollette seamen's act, and nothing else, put our Mackinac boats out of business. We have lost money on that line ever since the LaFollette act became a law, and for 40 years before that time the line was a paying proposition. I venture to predict that there will not be a passenger excursion boat in business on the Great Lakes in five years if congress does not modify the LaFollette seamen's act."

The summer permit system is an illuminating illustration of the misworkings of this law. Drafted after the London safety conference, at which an agreement to recognize the special conditions of Great Lakes operation was reached, the law carried through as a safety measure under the strength of the TITANIC lesson. Congress limited to the four months between May 15 and Sept. 15, the right of lake passenger lines to carry a maximum number of passengers. Take for instance the steamer CITY OF ALPENA II, which has operated on the Lake Huron division and which will be tied up this year. She was originally built to carry 900 passengers and has lately been permitted to carry 634. Her crew numbered 120 officers and men. The total number allowed in the four midsummer months was thus 754 and lifesaving equipment was based on that number. Before and after May 15 and Sept. 15 respectively, she was allowed but 161 passengers.

An Expensive Brand of Safety

This ridiculous provision is in force although early May and late September have no greater dangers than the summer months. The captain of the ALPENA frequently omitted stops for freight at way ports owing to the certainty of gangplank fights with determined travelers who could not understand refusal to let them board the well nigh empty boat.

The seamen's law is neither entirely bad nor entirely good. Its application on the lakes should be removed and its ill effects on salt water remedied. It sprang from a conference on safety at sea but this does not mean safety to American ships by preventing them leaving their docks.

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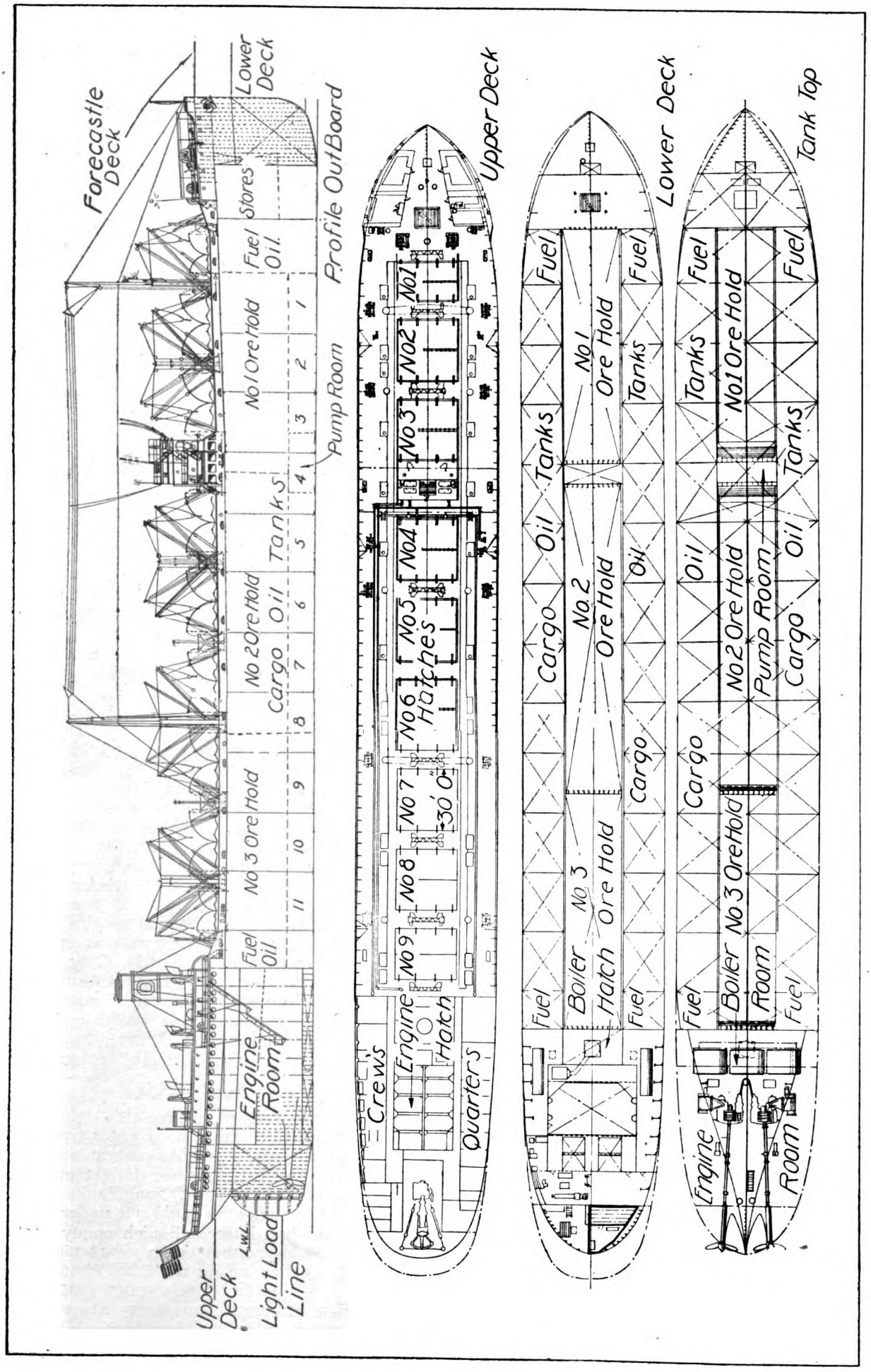

BETHLEHEM COMBINATION ORE AND OIL CARRIER EMPLOYS NOVEL DESIGN

These unique carriers, designed expecially to transport oil on the outbound trip and ore for the Bethlehem mills on the return to the United States, are an interesting instance of boats built for particular service. They are called by many a more radical departure than the tanker. Successful operation has justified the confidence of the designers and owners in backing an untried type. They are turbine driven

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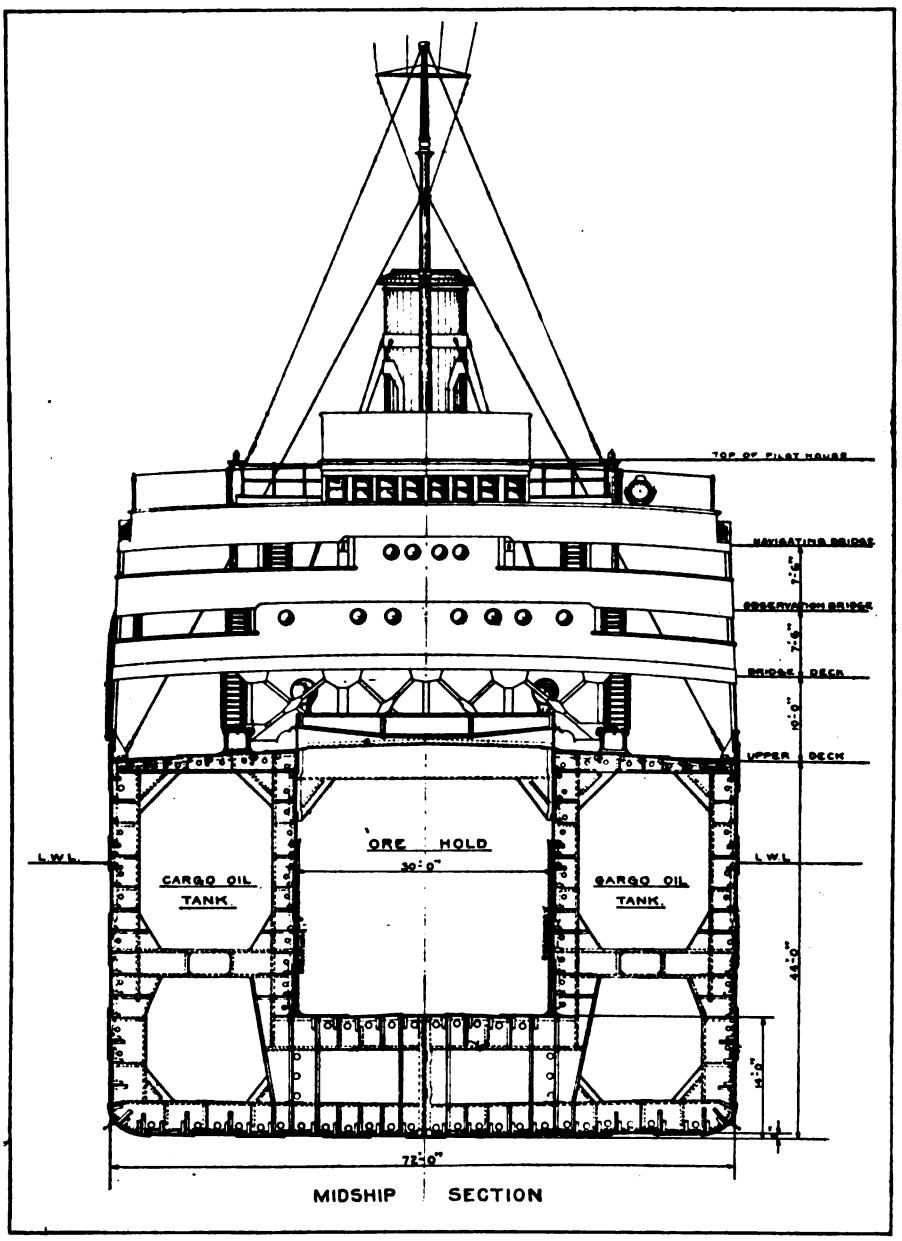
Build Huge Ore and Oil Carrier

Eastern Shipbuilder Develops 20,500-Ton Deadweight Vessel for Special Service—Unusual Problem Met by New Design

LARGE steamers of special design are being completed by the Bethlehem Shipbuilding Corp. for the Ore Steamship Co., an affiliated Bethlehem interest. The steamers are combination ore and oil type, twin screw, 20,500 tons deadweight. They are a development of plans made in 1912 when Charles M. Schwab purchased iron ore deposits at Cruz Grande, Chile. Earlier designs were for ore carriers of 17,200 deadweight tons. The war stopped a contract for five steamers to be provided by Swedish interests and for the sixth under construction at the Bethlehem Sparrows Point, Md., plant. The new steamers, illustrated on this and the facing page, have the following characteristics: length overall, 571 feet, 6 inches; length between perpendiculars, 550 feet; breadth molded, 72 feet; depth molded, 44 feet; draft loaded designed, 32 feet, 4 inches; draft light estimated, 10 feet, 9 inches; block coefficient, 0.817; midsection coefficient, 0.989; longitudinal coefficient, 0.826; speed knots loaded, 11½; cruising radius knots, 13,000; framing longitudinal; class A-1 American Bureau of Shipping; deadweight capacity, 20,500 tons; displacement, 28,830 tons; complement, officers and crew, 53.



NEW CARRIER SHOWS RADICAL HULL DESIGN
Combined freighter-tanker for steelmaking interests departs widely from accepted ship designs
Either bulk or liquid freight will provide full deadweight cargo

The propelling machinery includes three boilers. They are of the single ended Scotch type; length, 12 feet; diameter, 17 feet, 6 inches; furnaces per boiler, four; fuel oil, Bethlehem-Daht system; draft Howden system; total heating surface, 12,861 square feet; superheat, 600 degrees Fahr.; working pressure, 220 pounds per square inch. Details of the two engines are: type Fore River-Curtis turbines; Falk single reduction gear; shaft horsepower normal, 4500; shaft horsepower maximum, 5000. The two propellers are of the solid type, three bladed machined; diameter 15 feet, 8 inches; pitch 12 feet, 8 inches; 105 revolutions per minute; projected area 56.8 square feet; developed area, 65.6 square feet. The 20,500-ton deadweight steamers, following the original designs of the 17,200-ton vessels, include a narrow elevated hold of great length with sufficient capacity for a full deadweight cargo of iron ore. The space on each side and underneath the ore hold is divided into tanks 30 feet long which also have a combined capacity for a full deadweight liquid cargo. The effect of this combination is such that the center of gravity of both the ore and liquid cargoes is approximately the same height as the center of gravity of a general cargo properly stowed in a freighter of the ordinary type. This characteristic in combination with the small sectional area of the ore hold extending over the greatest possible length of the vessel will have the tendency of reducing all stresses incident to carrying dense cargoes on an ocean voyage. In fact, it is believed that the ore cargo due to its distribution and elevated position, will be much easier on the vessel in a seaway than many of the average general cargoes less favorably stowed.

The vessels are built on the longitudinal system of framing with transverses spaced generally 10 feet apart. The ore space is 14 feet above the base, is 30 feet wide and has a combined length of 360 feet. This space is divided by

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watertight bulkheads into three compartments: the forward hold is 120 feet long and is served by two hatches 30 feet long and one hatch 19 feet long; the middle hold is 130 feet in length, served by three 30-foot hatches; the after hold is 100 feet in length, is served by one 25-foot and two 30-foot hatches. These hatches are all the full width of the ore holds which as stated above are 30 feet, giving unexcelled facility for loading and discharging.

The 14-foot space below the ore holds and the 21 feet of width on each side of these holds form cargo or fuel oil tanks, divided, as in an ordinary tanker, by a centerline bulkhead extending from the keel to the floor of the ore hold and by transverse bulkheads spaced 30 feet apart. The oil spaces differ, however, from the ordinary tanker in that there are no summer tank spaces. The wing spaces act as expansion trunks and on account of their depth afford the greatest possible flexibility for carrying liquid cargoes of varying density and adjusting the trim under all conditions of load. Each oil tank is served by an oiltight hatch, 80 inches by 39 inches, with 30-inch coaming.

The taking on of an oil cargo at Tuxpan, Mexico, presents no different problem from the ordinary tanker. Three oil hose cranes and filling manifolds are located on each side of the upper deck and fill through 12-inch risers to the hold. For discharging oil, 10-inch suctions in each tank discharge into the 14-inch fore and aft hold suction lines, one on each side of the ship. The two horizontal duplex cargo pumps discharge through port and starboard 12-inch risers and through 12-inch discharge lines on the upper, boat and poop decks leading over the stern.

Ore is loaded at Cruz Grande, Chile, after the oil cargo has been discharged. The discharging of ore at Sparrows Point is done under two 15-ton grab bucket unloaders, and can be done in about 40 hours. The area of the ore holds is so proportioned to the speed of the unloaders that the surface of the ore remains at a constant level relative to the unloaders as the ship loses draft due to the decreased weight.

The vessels described above are the MARORE and STEELORE. Another ship building for the International Petroleum Co. is not yet named while one for the Ore Steamship Co., is called the BETHORE. These last two hulls are similar to those described above except that the main engines are triple expansion reciprocating with 25 x41 x 68-inch bore of cylinders and 48-inch stroke while there is some difference in arrangement of quarters aft. Two other Bethlehem hulls, building at the Union plant of the corporation at San Francisco, are called the CHILORE and LEBORE, and are similar to the MARORE except that the hold space is designed to carry coal and ore instead of oil and ore.

Bill Hits Gratuities

A bill "to prohibit payment of gratuities to masters or other persons for the purpose of inducing or obtaining contracts for repairing vessels or furnishing them with supplies or other necessaries" was introduced in the last congress by Representative Edmonds, of Pennsylvania.

This is similar to the Miller bill introduced two years ago upon which the merchant marine committee has had hearings. The Edmonds bill, however, is much more stringent than the Miller bill, and makes it unlawful for any person to offer or give to any master of a vessel, agent, etc., or to the members of the family of any such person, any gift or gratuity with intent to influence his action, and also makes it unlawful for any master to receive any such gift or gratuity, whereas the Miller bill simply makes it unlawful for the master, etc., to receive such gifts or gratuities.

When the hearing was held on the Miller bill a number of amendments to it were suggested, and a number of these have been incorporated by Mr. Edmonds in his bill.

Obituaries

Capt. Daniel Higgins, master mariner, died recently at the age of 89 at his home in Quincy, Mass. He was active on the high seas until 1900 when he became a pilot in Boston habor.

Capt. Francis H. Cleverly died recently at his home in Hull, Mass. Forty-four years ago he became a pilot in Boston harbor, and since then he had brought more than 2800 vessels into port.

Capt. Peter Quinlan, aged 65, port captain at Baltimore for the Crowell & Thurlow Steamship Co., Boston, died recently at Baltimore. He was widely known as a navigator, having commanded several of the larger Boston-owned schooners.

Ernest Lincoln Cole, former superintending engineer of the Norfolk & Washington Steamboat Co., died Feb. 14. He was 56 years old.

Richard Sanderson, head of the shipping firm of Sanderson & Son, New York City, for many years, died in London, Feb. 24, aged 91 years. Associated with shipping affairs all his life, he inaugurated the firm of Sanderson & Son in New York City in 1878. Mr. Sanderson retired from active business in 1890, the firm being carried on by his sons, Harold A. Sanderson, who is now chairman of the White Star line, London, and Oswald Sanderson, managing director of Ellerman's Wilson Line, Ltd., Hull, England.

Capt. David W. Payne, U. S. A. retired, died March 5 at his home in Brooklyn, N. Y. He was born at Corning, N. Y., in 1841, a son of the founder of the engine building concern of B. W. Payne & Son. While in the army, he designed and built the first dredge boat used on the Mississippi and removed the wrecks of the Confederate ships sunk by Admiral Farragut at the mouth of that river. He was the editor of *Steam*, the inventor of the Payne automatic engine, and the author of *Foundry Practice*.

One of the oldest shipbuilding firms in the country is C. M. Englis, Inc., New York. This company was originally John Englis, Inc., and was established in 1837. Since that time the company has specialized in ship joiner work, repairs of superstructures and construction of complete boats such as railway floating equipment, wood barges, tug, ferry and passenger boats and freighters. Drydock facilities also have been installed. The company has built many well known boats including the YALE, HARVARD, HENDRICK HUDSON and ADIRONDACK as well as many of the passenger steamers and freight boats navigating the Hudson river.

Progress is being made in the formation of the Foreign Trade Financing Corp., New York. This is the largest corporation initiated under the Edge act. It will provide long term credits to foreign buyers as the means of promoting purchase by foreigners of American goods. The company will endeavor in this manner to furnish steadier employment to American factories, farms, railroads and steamships.

Seattle has developed a novelty in the shipping line. The trade is in reindeer carcasses. One company shipped a few hundred of these from Alaska to Seattle in 1919. This was jumped to 1600 carcasses in 1920 with a promise of 3000 for the coming fall. The carcasses are shipped to Seattle in the fall and kept in the port commission's cold storage warehouse until retailers call for the meat.

The Delaware river shipyards posted notices early in March that the 10 per cent reduction in wages which was to have become effective on March 1, would not go into effect until March 14, owing to the large amount of detail necessary in working out the new schedules.

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Shipyards Bringing Down Costs

Vessel Building Plants in East Reduce Wages to Encourage New Orders — British Yards Hard Hit

WAGE reductions in the eastern shipyards are becoming more general, although the movement in this direction has not nearly approached the cuts in the wage scales in other industries in the same localities. The Baltimore Dry Docks & Ship Building Co. has reduced wages in its yards approximately 10 per cent. The Bethlehem Shipbuilding Corp. has taken a similar step. The Bethlehem yards are not a party to the general labor union agreement, but have maintained an intrashop agreement. Bethlehem's relations with its men, therefore, are not controlled by the labor agreements entered into by the Atlantic Coast Shipbuilders' association. The cuts in the Bethlehem plants affect the yards at Quincy, Mass.; Elizabeth, N. J.; Wilmington, Del., and Sparrows Point, Md.

The Chester Shipbuilding Co., Chester, Pa., has reduced salaries of all employes getting more than $125 a month, from the president down. The reduction is 10 per cent. This company declared it was the intention first to reduce material costs and then overhead costs, of which salaries are an element, before considering reducing wages. The Newport News Shipbuilding & Drydock Co., Newport News, Va., has cut wages 12 to 15 per cent. Following out the general tendency, the Atlantic Coast Shipbuilders' association announced that it would reduce wages in all its member yards 10 per cent on March 1. This is the first time that the association has sought to effect any modification from the extremely high wage scale imposed during the war. The date was afterward changed to later in March.

"The shipyards have just completed an exhaustive investigation as to the possibilities of securing future business," declared Clarence Samuel King, secretary of the Atlantic Coast Shipbuilders' association. "This investigation embraced conferences with those banking entities who may be looked to in the future to be helpful in the financing of ship construction, the operating companies who will actually purchase new vessels, and the shipyard owners themselves. It is apparent that the present freight rates obtainable for marine transportation and those which will prevail in the future make the return on the investment required to construct ships at present prices of no interest to prospective owners, so that no business can at present be secured at current actual business costs. Furthermore, the government has indicated its intention to appropriate money for completion of ships at present building only if radical decrease in cost of construction, including wages, is assured.

"As a continuation of this condition will cause a complete cessation of work at no distant date in many shipyards unless steps are at once taken to change conditions so that new business may be secured, the shipyard owners are making vigorous reductions in overhead expenses, and in the use and purchase of materials, and have further decided to reduce wage rates."

Government Seeks Lower Costs

An active campaign has been inaugurated by the repair division of the shipping board to reduce the unit of cost for repair work. This has been materially successful. Also, the shipping board has let it be known rather forcibly that costs must come down if it is hoped to obtain sufficient money to complete the building program which has been left over from the war. The shipping board has received a settlement of $54,500,000 from the war department, making a total of $113,000,000 paid to date to the shipping board on account of war department work done. This payment will go far toward restoring the funds of the board and make it possible to go through with the building contracts still in hand. The board still has a bill of $6,000,000 against the food administration which it hopes to collect and apply to ship construction.

On Feb. 1, there was 404 vessels, of 1,579,398 gross tons, building in American shipyards. The bulk of the construction was for private account, inasmuch as only 61 ships were at that time building for the Emergency Fleet corporation. Of the 343 vessels building for private account, 140 are steel barges and craft of this type. One tanker was delivered, one launched and the keels of two more tankers were laid in American yards during January.

The shipbuilding slump is even more noticeable in England. Holland has been able to capture from England a large share of the repair work and what orders are coming out in the European market for new tonnage are going to Germany where the cost of building is approximately 30 per cent below the British. Among the foreign contracts held by English yards are only a few Norwegian orders which were placed some time ago upon firm contracts.

Immigration restrictions and the uncertainty regarding the enforcement of prohibition on passenger ships have resulted in holding in abeyance a number of important shipbuilding contracts which American companies are prepared to let. The most important feature of new work is the reconditioning of ex-transports which are gradually being released to private owners. Stephen Stephanidis, 24 State street, New York, and associates, have obtained the ex-army transport KILPATRICK, and will have her reconditioned for the freight and passenger trade between New York and Greece. Several hundred thousand dollars will be spent on this ship. The Southern Pacific Steamship Co. will withdraw the MOMUS in the spring and convert her into an oil-burner. This vessel plys between New York and New Orleans. The United States Mail Steamship Co. is yet to let contracts for reconditioning the large passenger liners GEORGE WASHINGTON, VON STEUBEN, AGAMEMNON, AMERICA, PRESIDENT GRANT, MADAWASKA, MOUNT VERNON, FREEDOM and AMPHION.

Launch First Section of Big Drydock

The first section of a new 11,000-ton floating drydock projected by the Theodore A. Crane's Sons Co., was launched March 6, at 6.20 a. m., at its shipyard Erie Basin, Brooklyn, N. Y. Miss Margaret Ryan, Brooklyn, acted as sponsor.

Alfred M. Crane, president and general manager of the company, announced that the drydock would be completed and put in operation by Oct. 1, 1921, and that when all of the four sections were joined together, it would accommodate vessels 500 feet long, having gross registers up to 11,000 tons.

The dock will be one of the most modern in existence. It will be the third largest of its kind in the port of New York. It is electrically driven, operated by a 1-man control on pier at the head of the drydock and is equipped with the latest machinery. The dock which is being constructed by

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Theodore A. Crane's Sons Co. itself, has centrifugal motor driven pumps. There are four sections to the drydock, each section being 122 feet beam, by 90 feet in length. The depth of the pontoon is 16 feet.

The dock was started last September when the materials were ordered and the construction has been in progress ever since. The second section is on the ways and will be launched shortly. The third section is now being laid down.

The Crane company has recently acquired more property adjacent to its shipyard and upon the completion of the new drydock will have one of the largest and best equipped plants in the port of New York.

Launch Big Tanker

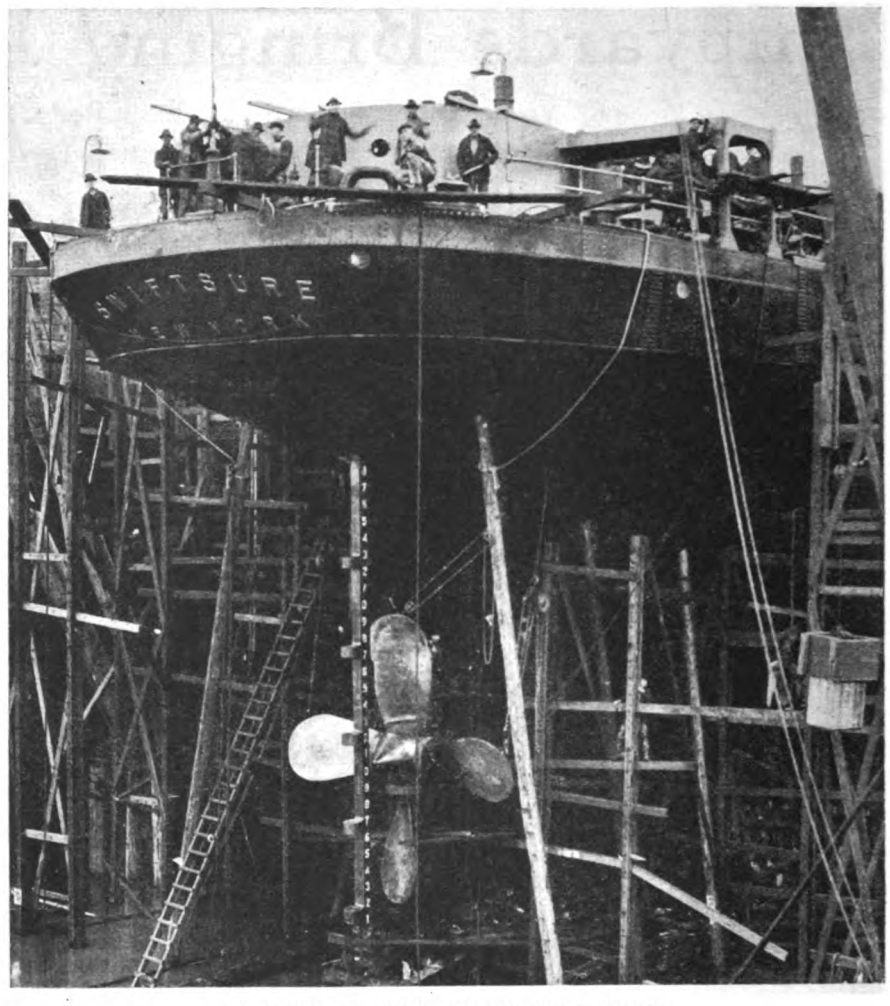
The large tanker SWIFTSURE was successfully launched recently by the Northwest Bridge & Iron Co., from its yard at Portland, Oreg., the first of seven vessels of the 12,000-ton size to be built by that company for the Swiftsure Oil Transport, Inc., New York. All details of design have been carefully worked out from an operating point of view, so that the success of this fleet of vessels seems to be assured.

They are of the single screw type with a straight stem, elliptical stern and continuous sheer, with complete steel shelter, upper and main decks, except that the main deck is omitted in way of expansion trunks and in the machinery space. Space between the shelter deck and upper deck is available for cargo, it being unnecessary, on account of the quality of oil which is to be carried, to extend the expansion trunks to the shelter deck. The vessels are built throughout on the longitudinal system.

Machinery Is Aft

Propelling machinery is located in the after end, a screen bulkhead separating the engine and boiler rooms. Immediately abaft the machinery compartments is the after peak tank. Forward of the boiler room and, separated from it by a cofferdam, are the fuel oil bunker tanks. Reserve feed water is carried in double bottom tanks in the machinery space and there is the usual forward peak tank.

The cargo hold is divided into nine tanks by 'thwartship bulkheads and a continuous centerline bulkhead gives 18 oil compartments. A cofferdam is provided at each end of the cargo hold in addition to that at the after end of the fuel oil bunker. The wing spaces between the main and upper decks in way of the main oil tank, are divided into five compartments and are fitted up as summer tanks. A pump room is located between tanks Nos. 5 and 6, and an auxiliary pump forward of tank No. 1. Aft are located in the cold storage compartments, fresh water tank and storage space, there being also a space forward for stores and a small amount of cargo.



MODERN TANKER READY TO LAUNCH

SWIFTSURE, improved type of oil carrier, on the launching ways of the Northwest Bridge & Iron Co., Portland, Oreg.

Aft, between the upper and shelter deck and in deck house on the poop, are the quarters for the crew, which are arranged in the most modern manner and in accordance with requirements of the seamen's act. Forward of amidships is a double tier deck house containing the officers' quarters, chart room, wireless room and navigating bridge. Necessary equipment, such as lifeboats and liferafts, is carried on top of the after deck house and on the forward deck house, all boats being swung on mechanical davits.

Equipment of auxiliary machinery including windlass, winches and steering engine is all of the most modern design. The steam steering gear is located in a separate house on the poop, over which is the auxiliary gear.

Inasmuch as the grade of oil to be carried is of a very low specific gravity, the cargo oil handling system has been designed with great care, the oil suction system consisting of the two 12-inch pipes, one on each side of the centerline and the cargo oil pumps being of unusually large size and great capacity.

Heating System Complete

Special attention has been paid also to the cargo oil heating system and a large amount of heating surface is supplied in each tank, this surface being carefully disposed and concentrated around the suctions to make possible quick handling of the cargo even under extremely cold conditions of air and water. Each cargo tank may be handled independently with dispatch.

The main propelling machinery, which is located in the after hold, consists of a triple expansion engine with a stroke of 51 inches, and cylinder diameters of 27½, 46 and 78 inches, delivering 3150 horsepower. The boilers are of the Scotch marine type, three in number, 15 feet, 5½ inches in diameter, 11 feet, 9 inches in length, designed for 210 pounds of steam, tubes being 2½ inches in diameter. The boilers are oil burning and are equipped with Howden draft.

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To Install Gas - Electric Drive

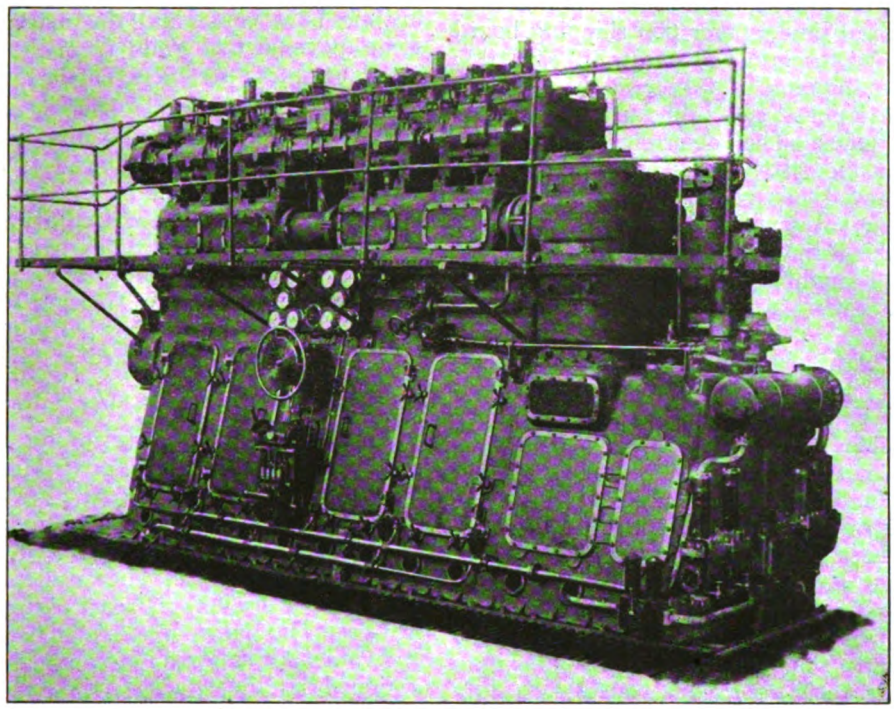
Electric-Diesel Propelling Unit To Be Placed on American Ocean Freighter—Installation Is Largest Yet Attempted

DEMONSTRATED efficiency of electric drive, in several notable instances, has prompted the making of another important installation. In this instance, the American freighter FORDONIAN, owned by the American-Mediterranean Steamship Co. Inc., 5 State street, New York, is to be reconverted into an electric drive ship, with a diesel engine to drive the motor. This particular ship is under the management of McDonnell & Truda, agents, 5 State street, New York.

The FORDONIAN is a gas rigged vessel built in 1912. She measures 3800 tons deadweight, or 2367 tons gross. She is single screw, 257 feet long, 42 feet beam and 26 feet draft. The FORDONIAN will be the first cargo ship of importance that has ever been equipped with a diesel-electric drive. A number of successful installations of electric drive have been made under the American flag upon cargo vessels much larger than the FORDONIAN, but they have all been made in connection with turbine engines. A turbine engine will normally make 3000 revolutions per minute, and with that high speed it has been necessary to install an alternating current motor. On the other hand, the diesel engine is low speed and consequently on the FORDONIAN a direct current motor will be used. The first experiment with the diesel-electric drive was made on the Great Lakes when the TYNEMOUNT was equipped with a diesel engine and an alternating current motor. In this experimental venture, full success was not realized. In 1919 a diesel-electric drive was installed on the fishing boat, MARINER, Boston. This boat, however, measures but approximately 500 tons.

Many marine engineers have long upheld the diesel-electric drive for merchant boats, but have delayed in making the installations. This form of drive has for years been used on submarines both in the United States and abroad and found highly dependable. It is more upon that experience that the engineers are counting for success with the FORDONIAN.

The General Electric Co. will furnish the electric drive. The two diesel engines in this particular instance will be Ansaldo San Giorgio full diesels, 4 cylinder, 2 cycle and 500 brake horsepower. With this new equipment, the FORDONIAN will have approximately the same speed as her original register, 9 knots, but will be enabled to maintain this speed with a daily fuel consumption of less than five tons.



DIESEL UNIT FOR GAS-ELECTRIC PROPULSION

The Italian engines are now being shipped to the United States and the alterations will be made by the Todd Shipyards Corp., New York, which company, it is understood, is intending to assume the American agency for the Ansaldo diesels.

To make the changes, it will be necessary to remove the engine-room skylight, ladders, gratings, oil tanks, air tanks, piping, exhaust muffler and all other equipment interfering with the removal of the main engines. The present main engine, generator, air compressor pumps, condenser, hotwell, floor plates and such piping as necessary will be disconnected and removed, as well as the foundations of the main engine and auxiliary machinery. The present steam and exhaust steam lines in the engine room will be removed and the connection to the boiler blanked.

The present foundations will be removed as necessary and tank taps plugged and made tight. Substantial foundations will be installed for the new machinery and for such present apparatus as it is necessary to relocate. Manholes will be cut in the main deck to provide for the removal of pistons in the main engine, the deck to be reinforced and manholes fitted with bolted plate covers. The present stanchions in the engine room will be relocated to suit the new arrangement. The new installation will consist of one 850 horsepower, 120 revolutions per minute, 500-volt motor made up of two 425 horsepower, 250-volt motors mounted on a common shaft; two 240-kilowatt, 200 revolutions per minute, 250 volt compound wound generators; one 6-kilowatt motor generator set, 125 volts, for lighting; one complete control equipment, arranged for engine-room operation only; one motor driven blower for ventilating the main motor; and two Ansaldo San Giorgio diesel type engines to drive the generators. Auxiliaries will be installed as follows: One circulating pump, 400 gallons per minute, driven by a 10 horsepower motor; one 5 x 8-inch vertical, triplex single active fuel oil pump, driven by a 5 horsepower motor; one 6 x 8-inch vertical triplex single active fire pump, driven by a 10 horsepower motor; one 25 horsepower Meitz vertical, single cylinder, hot bulb oil engine direct connected to a 15-kilowatt generator, 250 volts, direct current; and one 9 horsepower Meitz vertical, single cylinder, hot bulb oil engine direct connected to a 6-kilowatt, 125-volt generator.

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World Charter Market Reviewed by

FREIGHTS DULL

Slump Persists Despite Firmness Coal and Grain in February — No Improvement Is Believed in Sight

DESPITE the temporary hope held by shipping interests from the firmness in coal and grain cargoes manifest during the last days of February, the shipping slump continues without material abatement. The new administration at Washington could not have taken hold of the shipping situation at a more critical time. Over 600 shipping board vessels are tied up, representing an excess of 3,700,000 deadweight tons of shipping.

Immigration restrictions, also, threaten the profits from passenger traffic. The determination of the conference lines to increase transatlantic cabin fares 10 per cent is believed not to be adequate to offset what was expected in revenue from the potential heavy immigrant traffic this summer. During the past year, the steamship lines brought more than 700,000 passengers to the United States, of which over 500,000 were third class.

The outlook for restricted business during the coming spring has been having a disastrous effect upon the morale of shipping people. This has manifested itself in but a few tangible results during the past month. There has been a notable slump in shipping shares, those of the leading companies participating. The slump in the stock of the Atlantic, Gulf & West Indies company has been chiefly notable and calling for most of the popular attention. Failure of the Globe line was not entirely due to the present slump, although that failure was precipitated by the slump. Gaston, Williams & Wigmore, the owners of the Globe line, have been restricting their operations considerably for several months back and the cessation of the Globe line long has been expected. The Susquehanna Steamship Co. will take over the Baltic services of the Globe line, which have been operated with shipping board vessels.

Make Plans to Develop Shipments

Suggestion has been made to the shipping board to have special freight soliciting offices established throughout the United States to obtain freights for American vessels. The reasons advanced are that it would change the practice of American lines paying private freight forwarders fees for obtaining shipments and would check any inclination on the part of any American freight forwarding house to divert American shipments to foreign-flag ships.

One well defined principle has been established by the board during the past month, which has an important bearing upon this problem. It has been decided that, when one American line is adequately serving a particular run, the board will not assign steamers to another American line to compete on the same run. Following out this principle the board has refused to establish another line from New Orleans to the east coast of South America. At the same time, the board has refused to withdraw its vessels allocated to the North Atlantic & Western Steamship Co., operating intercoastal from Boston to Pacific ports.

The British coal situation is improving rapidly and this is cutting off American opportunities in the European markets. There has been a stiffening of the business to South America and coal exporters are beginning to believe certain other markets, even in Europe, may be retained upon a highly competitive basis of selling. There has been an increase in tonnage demands for coal, but business has been slow to sign up. A few of the older companies, and those with contracts, have been able to ship, but the total number of cargoes has not been sufficient to employ all vessels offering. A few Scandinavian inquiries for March loading have come into the market. There has been some movement of grain from the gulf to Greece, and some Japanese steamers entered the French Atlantic.

A number of vessels have been chartered for the shipment of sugar from Cuba to England, the price quoting down to 30 shillings. It is said England has purchased 100,000 tons of Cuban sugar at 4 cents per pound. Grain and linseed inquiry stimulated the River Plate market. Grain cargoes have dominated the bulk cargo movement from northern range to Europe.

Americans to Extend Facilities

The George H. Wells Steamship Corp. has been designated by the shipping board to operate a regular fortnightly freight service from New York to Manchester, England. This berth formerly was handled by the International Mercantile Marine Co. The New York-Liverpool freight berth has been assigned the Cosmopolitan Shipping Co. This, also, formerly was operated by the International Mercantile Marine Co. The Cosmopolitan has been operating heretofore in the French-Atlantic and Rotterdam services. The Baltimore-London berth, which was given up by the International Mercantile Marine Co. has been assigned by the shipping board to the Oriole line of the Export Transportation Co. This also is a fortnightly service. The Oriole line has been operating to Liverpool Antwerp and Rotterdam. The Seager Steamship Co. plans to establish a Baltic coastwise feeder service in connection with its New York-Scandinavian business. The vessels will be allocated by the shipping board.

Communists Fail

COMMUNIST principles applied to ship operation are ending in failure on their first wholesale application. A year ago the Italian government yielded to a Genoese agitator, Captain Giulietti, whose communist company took free possession of steamers valued at about 60,000,000 lire. *London Telegraph* reports that one year's trial has led the captain to ask for government subsidy to prevent the wreck of the venture. Applying the principles, 52 men were needed to do the work of 26; expanded crew accommodations took up cargo space. The members were all equal and apparently elected to fill only the easiest tasks such as collecting their wages at the week-end.

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Experts in This Country and Abroad

Two new foreign services will be inaugurated by W. Elwell & Co. for the shipping board. One is a general cargo line from Rotterdam, Hamburg and Antwerp to Italian ports. The other is a cargo service from the same continental ports to Lisbon, Malta, Saloniki, Constantinople, Varna, Vraila, Constanza and Piraeus. Abraham Frankel and associates have organized the Atlantic, Gulf & Mediterranean Steamship Co., but no definite plans have been announced. The United States Mediterranean Steamship Co. has obtained the ex-transport KILPATRICK, renamed her the ACROPOLIS and will operate her between New York and Mediterranean ports, carrying passengers and freight. Repairs are being made at an American yard.

From Cuba comes the report the Ward line will re-establish its full freight services between Havana, New York and New Orleans. This decision has been reached as a result of the improvement in the port conditions at Havana. The Ward line has abandoned temporarily its Brazil and River Plate business, leaving the Munson line alone in it. The Munson line is continuing its Mexican services and is making considerable progress with its Cuban business. The Grace line has decided to add Mollendo, Peru, as a port of call, northbound, this port being accommodated by three of the Grace steamers on alternate Wednesdays.

Britons Acquire Big Ships

Among the most spectacular deals of the month was the purchase of the two largest passenger boats afloat by two British companies. Both of these vessels were German-built and came to England through reparations agreements. The Cunard line purchased the IMPERATOR; the BISMARCK has been acquired by the White Star line. The BISMARCK is to be renamed the MAJESTIC and will be ready for service in the transatlantic trade by 1922. The Cunard line operated the IMPERATOR last summer, but it is necessary to make some repairs to her.

The Baltic-American line has decided to add a fourth steamer. RUSS renamed the LATAVIA, to its service from New York to Danzig and Libau. The RUSS is Danish owned. The Holland-American line has decided to equip its new 32,000-ton passenger liner now building with diesel engines. The engines will be built in England under the Burmeister & Wain license. The North German Lloyd line interests have just voted to double the capital in order to re-establish it on the sea and to carry out its operating agreements with the United States Mail Steamship Co., New York, and the J. H. W. Steele Co., Galveston. Two new shipping companies have recently been registered in France. One is the Societe Navale du Nord, Paris, and the other the Societe Navale Mediterranienne, Marseilles.

The French line has established a monthly service from New York to Vigo, Spain. Last month, the Ward line began on a similar berth. It was furthermore announced the Cunard line will establish a new service between Cuban and European ports, probably next June. Furness, Withy & Co. have brought the steamer WANDILLA, a sister ship to the FORT VICTORIA, from Australia and will place her in the Bermuda service. The Ellerman & Bucknell Java service will be started soon. This is a Canadian line, which will operate out of Montreal for Java and Indian ports. Reports from Santiago state that Chile proposes to reserve her coastwise service exclusively to Chilean vessels.

Following the 25 per cent reduction in rates on United Kingdom, made to meet the extra low rates to French Atlantic and reported last month, there has been a weakness in the rates to Scandinavian ports. Later the rates to Indian ports dropped 20 per cent. General cargo can now be done for $21, and machinery and steel for $20 a ton.

Cut on Oriental Lumber

Owing to threats of a break, the transpacific conference has reduced the rate on lumber to the Orient from $12.50 to $10. A year ago this rate was $40. The present level compares with $9 before the war but, considering the increased cost of operations, the $10 rate is lower than that in effect seven years ago. The Java-Pacific line has withdrawn from the west bound conference so as to become a free agent in dealing with foreign competition from Atlantic ports to the East Indies. Threats of a cut in steel rates from New York to the Orient, or from $20 to $15, are worrying Pacific operators. Should this reduction be made, it will be necessary for Pacific ships to meet the new level and it is asserted that the present water rate on steel of $11.25 is not giving the carriers sufficient margin. Pacific operators are hopeful that through import and export rates will shortly be established to the Pittsburgh and other industrial centers east of Chicago so that the Pacific lines may participate in business formerly enjoyed by them.

There is no demand for wheat and flour ships. Foreign buyers are not in the Pacific market and

Good Time to Buy

CAPT. Robert Dollar recently bought eight vessels, explaining his purchase on the ground that "when anything is selling so cheap that it cannot go any lower, then is the time to buy. Ship tonnage is now at that stage. It can not be worth any less, and some day it must be worth more. That is why I am buying. I could lay the ships up and hold them until conditions right themselves and still make money on it. The shipping business has always existed and it always will. It has its ups and downs, just like other lines of business. Not long ago we had the ups, and now we have the downs. Sooner or later it will be up again. We made enough to weather the slump."

FEAR RATE CUT

Lack of Cargo Offerings Threatens Tariffs on Pacific—Readjustment Believed Near End—Lumber Down

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consequently no foodstuffs are offered to ship. While the shipping board rate to the United Kingdom and continent remains at $15, it is thought that tonnage could be obtained at $14 in order to meet foreign competition. Foreign ships are offering at around 65 shillings.

About 50,000,000 feet of lumber for export has been booked by a large manufacturing firm on Puget sound but aside from this, the foreign market has been extremely quiet. Lumber carriers to Sydney and Peru, Chile, are available at about $18 and other markets are in proportion. No new lumber orders for United Kingdom have been booked. In line with other commodities, lumber freights are quite weak and practically no chartering has been done within the past month. Exporters find themselves handicapped by the disparity of exchange.

Competition Is Growing More Keen

Oversupplied with tonnage, the charter market of the north Pacific is weak and inactive. Practically no business has been done during the month and with increased competition in sight, the near future may witness a rate war. The various north Pacific lines are meeting at San Francisco in an effort to adjust existing differences as the situation is somewhat precarious. A general decline of freights has been in progress since a month ago but business has not improved. Reports from Japan indicate that conditions are somewhat more hopeful.

Trade with China is working under a handicap because of the disparity in exchange. The Australian financial condition, which recently seriously affected trade with the west coast, is slightly better and letters of credit are again in effect.

Ten steamship lines now serve the intercoastal trade between north Pacific ports, New Orleans, Charleston, Baltimore, Philadelphia, New York and Boston. Strong competition for business has developed and it is likely that conference rates will shortly be discarded in the effort to get cargoes. It is generally admitted at present there is not more than sufficient business for three or four lines so that the situation may bring about a bitter struggle. While some reductions have been made in commodity rates on this route, lumber freights remain at $20 and ties at $18. The lines have made a considerable reduction in shingles so that this cargo is expected to move into the Charleston district in large quantities in the near future re-establishing a trade that was of some proportions before the war.

The Dollar Steamship line has inaugurated a round-the-world service from New York. A vessel is to be dispatched every 30 days. The Canadian Robert Dollar Co. has purchased the German-built freighter KURLAND and she will be added to the New York-Vancouver-Orient service. Last month it was announced the Robert Dollar Co. had purchased some ex-German vessels detained at a Mexican port. It now is learned three of these vessels will be registered under the American flag and two will be British registered.

Upturn Begins at Boston

Most Boston operators believe that the low point in activity at the port of Boston was reached about the middle of February. Conditions at present certainly are on the mend. Inquiry from nearly all foreign markets is better. This applies particularly to Scandinavian ports. The first week in March showed a decided improvement not only in inquiry but also in freight moved, over any week of February. The C. S. Sprague Co. completed its first full cargo of grain to leave from Boston during the season. This was for Copenhagen destination. One or two other cargoes of grain have been taken.

Contrary to expectations, the bulk of the export grain has passed through Portland, Me., rather than Boston. This is due largely to rail freight concessions. Grain shipments at both ports show signs of improvement and rates have stiffened. Freights to north European markets have advanced from 25 cents to 27½ cents and in a few cases to 30 cents.

An indication of the improved situation is shown in recent sailing of the W. JAFFRE, an 8800-ton vessel of the J. S. Emery line, loaded with nearly 7000 tons of New England manufactured products for east coast of South America destination.

Plan to Start New Lines

The line started last month by the North American Steamship Co. from Boston to Irish ports has been discontinued, but several other new lines are projected for the spring trade. Another line, however, to Irish ports has been started. This is the Moore & McCormack line with Rogers & Webb as Boston agents. The booking of freight for this line is said to insure permanency. The Anchor line has re-established a passenger and freight service between Boston and Liverpool and Glasgow. The J. G. Redshaw Co. will establish a new service from Boston to the ports of Tampico and Vera Cruz, Mexico, with the steamer LAKE FESTUS, 4700 tons, scheduled to sail March 15. The Canada Steamship Lines, Ltd. announces a service with the steamer MANOA, 5000 tons, between Montreal and Boston with stops at intermediate ports. Another service with the steamer KLAMARIMA is from Boston to Halifax.

British Shipowners Seek Wage Cuts

(From Our European Manager)

London, March 10.—(By cable) The dominant question in the shipping trade is the proposed reduction in seamen's wages. Shipowners suggest a reduction throughout the deck and engine departments of £4 10 shillings a month and in the catering departments of £5 10 shillings, wages still being double, or even more, prewar standards. Reconsideration of overtime payments also is sought. Some leaders of employes are protesting reductions and have not yet accepted the owners' proposals made at a joint conference. More than 2,200,000 tons deadweight of shipping is now laid up at British ports. Ocean freight markets generally continue weak, this movement having extended to grain tonnage for the continent from gulf ports. Charter to a Greek port has just been made at 8 shillings per quarter compared with 8 shillings 6 pence recently paid. Indian liner freights have just been reduced about 5 to 10 shillings per ton. Some increased inquiry for Chilean nitrate to Europe at 40 shillings per ton or slightly more, has developed.

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Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated
Corrected to March 10, 1921

Via Established Lines

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General Cargo cu. ft.	General Cargo 100 lbs.	††Finished Steel	Coal from Virginia cities
Liverpool	$ 0.27	$ 0.75	$ 0.32½	$ 0.32½	$ 0.40	$ 0.75	$ 8.00T	.....
London	0.27	0.75	0.32½	0.32½	0.40	0.75	8.00T	.....
Christiania	0.30	0.50	0.72½	0.35	0.55	1.25	10.00T	$6.25T
Copenhagen	0.27½	0.50	0.57	0.35	0.55	1.00	10.00T	6.00T
Hamburg	0.15	0.30	0.50	0.22½	0.40	0.80	4.00T	4.75T
Bremen	0.15	0.30	0.50	0.22½	0.40	0.80	4.00T	4.75T
Rotterdam	0.30	0.35	0.75	0.25	0.50	1.00	6.00T	3.75T
Antwerp	0.15	0.35	0.60	0.25	0.40	0.80	5.00T	3.75T
Havre	0.20	0.30	0.50	0.20	—5.00T—		5.00T	4.25T
Bordeaux	0.20	0.30	0.50	0.20	—5.00T—		5.00T	4.25T
Barcelona	0.65	1.25	0.45	0.65	—25.00T—		16.00T	6.00T
Lisbon	0.65	1.25	0.45	0.65	—25.00T—		16.00T	4.50T
Marseilles	0.25	1.00	0.75	0.65	—22.00T—		12.00T	6.00T
Genoa	0.25	1.10	0.75	0.65	0.65	1.20	12.00T	5.75T
Naples	0.25	1.10	0.75	0.65	0.65	1.20	12.00T	5.75T
Constantinople	0.60	28.00T	0.75	0.65	—26.00T—		18.00T	7.50T
Alexandria	0.60	1.25	....	0.65	—26.00T—		18.00T	7.50T
Algiers	0.60	1.12	....	0.65	—25.00T—		12.00T	6.00T
Dakar	....	23.00T	....	23.00T	—23.00T—		20.00T	....
Capetown	30.00T	27.00T	27.00T	30.00T	—27.00T—		20.00T	....
Buenos Aires	....	....	....	....	—20.00T—†		12.00T†	6.00T
Rio de Janeiro	....	....	....	....	—22.50T—†		16.50T†	6.00T
Pernambuco	....	....	....	....	—23.50T—†		17.50T†	5.50T
Havana	0.55*	0.63*	....	0.55*	0.47*	0.94*	0.71*	2.25T
Vera Cruz	....	0.81½	....	0.75	1.12½	2.25	0.70	....
Valparaiso	....	1.25	1.16	1.00	0.71	1.32	16.00T	5.50T
San Francisco	....	1.25	....	0.85	....	....	0.75	....
Sydney	....	....	....	....	25.00 to	30.00T	15.00T	....
Calcutta	....	21.00T	....	....	—21.00T—		18.00T	....

T—Ton. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

From North Pacific Ports to	Lumber Per M. ft.
San Francisco	$ 8.50
South California	10.00
Hawaiian Islands	15.00
New Zealand	20.00
Sydney	20.00
Melbourne-Adelaide	25.00
Oriental ports	10.00

From North Pacific Ports to	Lumber Per M. ft.
Peru-Chile	$20.00
South Africa	35.00
Cuba	22.00 to 23.00
United Kingdom	200s
United Kingdom (ties)	150s
New York	$20.00
New York (ties)	18.00

From North Pacific Ports to	Flour and Wheat Per Ton
Oriental ports	$ 7.00
United Kingdom	50 shillings
Scandinavia	50 shillings

From North Pacific Ports to	Steel Per Ton
Oriental ports	$ 6.50

From North Pacific Ports to	Cotton Per Ton
Oriental ports	$20.00 to 25.00

Principal Rates To and From United Kingdom

	s.	d.
Grain, River Plate to United Kingdom	32	9
Coal, South Wales to India	20	0
Coal, Newcastle to France	8	6
Iron ore, Bilboa to Middlesborough	10	0
General British market, six months time charters, per ton per month	7	6

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil 16 baume per barrel	Diesel oil per gallon
January 8	$7.00	$2.94	10 cents
February 5	5.40@6.80	2.50	9 cents
March 7	5.25@6.75	2.35	8 cents

At Philadelphia

	Coal per ton	Fuel oil 16 baume per barrel	Diesel oil per gallon
January 10	$9.45	$2.08	....
February 8	8.40	2.31	8.2 cents
March 7	7.60	2.10	6.5 cents

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Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

SIR JOHN H. LUSCOMBE has been elected chairman of Lloyd's Register of Shipping. He succeeds Sir Thomas Devitt, who has retired on account of ill health. J. HERBERT SCRUTTON has been made deputy chairman and treasurer of the society. Sir John Luscombe is a well known underwriter at Lloyds. As a young man he sailed before the mast in his father's ships. He was deputy chairman and treasurer of Lloyd's Register from July, 1904, to June, 1906 and from July, 1919 until his recent election as chairman. He became a member of Lloyds in 1870, serving as chairman in 1902, 1908, 1909, 1912 and 1914. He is a director of the Prudential Assurance Co. Mr. Scrutton is a partner in the firm of Messrs. Scrutton, Sons & Co. He was chairman of the General Shipowners' society in 1905-6. He first joined the committee of Lloyd's Register in 1906, having served continuously since. He was vice president of the Chamber of Shipping of the United Kingdom from 1916 to 1918, ill health at the end of his term preventing his election as president of the chamber.

* * *

HAROLD A. AGNEW, for 10 years head of the Spanish department of the United Fruit Co., and for the past two years connected with Goethals, Wilford & Boyd, has resigned from the latter company and will enter the exporting and freight forwarding business in Buenos Aires. He left New Orleans late in February on a 2-month tour of the ports of Latin-America, prior to opening offices in the Argentine capital.

* * *

W. L. ANDERSON has been appointed general manager of the National Shipbuilding Co., Ltd., Goderich, Ont. He was formerly connected with the Sturtevant company and with Goldie & McCulloch, Galt, Ont.

* * *

DAVID W. SIMPSON was elected president and treasurer at a recent stockholder's meeting of the Boston & Gloucester Steamship Co., Boston.

* * *

L. N. FREEMAN of Baker, Alling & Young, Boston, and FREDERICK R. FENTON ,of Fenton, Davis & Boyle, Chicago, were elected directors at a special meeting of the stockholders of the Elder Steel Steamship Co., Boston. The board of directors was increased from seven to nine members.

* * *

CLARENCE SAMUEL KING was elected secretary of the Atlantic Coast Shipbuilders' association at a meeting in Philadelphia Feb. 21. For the past three years, Mr. King has been manager of the Philadelphia office and secretary and treasurer of the Delaware river

SIR JOHN LUSCOMBE

section of the association. He succeeds Henry C. Hunter, New York, who was appointed counsel.

* * *

HENRY B. OATLEY, CHARLES H. TRUE and GILBERT E. RYDER have just been elected vice presidents of the Superheater Co., formerly the Locomotive Superheater Co. Mr. Oatley takes charge of engineering with offices at 30 Church street, New York. He has had wide experience in locomotive and superheater work, having been chief engineer at the time of this appointment. During the war he was an officer on the battleships OHIO and INDIANA. Mr. True takes charge of production with offices at East Chicago, Ind. He has had years of experience in locomotive and car shops and in recent years has been works manager of the East Chicago plant. Mr. Ryder takes charge of sales with offices in New York. He has had thorough training in railroad work, and until this time has been in charge of the service department, responsible for the operation of the 30,000 superheaters on American locomotives in addition to handling the stationary and marine applications.

* * *

SIR JAMES CHARLES of the AQUITANIA, senior captain of the Cunard fleet, has just been appointed commodore by the Cunard line. He is just rounding out 41 years of service at sea and has won high honors including the award of C. B. (Companion of the Bath); C. B. E. (Commander of the Order of the British Empire); K. B. E. (Knight Commander Order of the British Empire). He went to sea in 1880 in a sailing vessel. Since 1895 he has served on Cunard vessels, his first command being the ALEPPO in 1904. Later he took charge of the LUSITANIA and during the war was variously in command of MAURETANIA, SAXONIA, AUSONIA and CARMANIA. In 1918, he took charge of the AQUITANIA, first in returning American troops and later when she entered passenger service. He has served as a member of the British departmental committee on boats and davits, 1912-13, and as nautical adviser to the British delegation, international conferences on safety of life at sea, 1913-14.

* * *

A. D. MEARNS, A. C. F. HENDERSON and S. J. LISTER have been made joint managers of the Cunard Steamship Co. Mr. Mearns has been general manager and Mr. Henderson managing director of the Anchor line.

* * *

C. S. LEVITT, formerly manager of the Federal Export Corp., has joined the staff of the Moore & McCormack Co., New York, and will look after bookings of freight for Havana and Mexico.

* * *

JOHN J. DWYER, formerly with Phelps Bros. & Co., New York, and Geyelin & Co., Philadelphia, is now general passenger and freight agent of the American-Black Sea line for which Stephanidis, Benas & Co., 21-24 State street, New York, are general agents.

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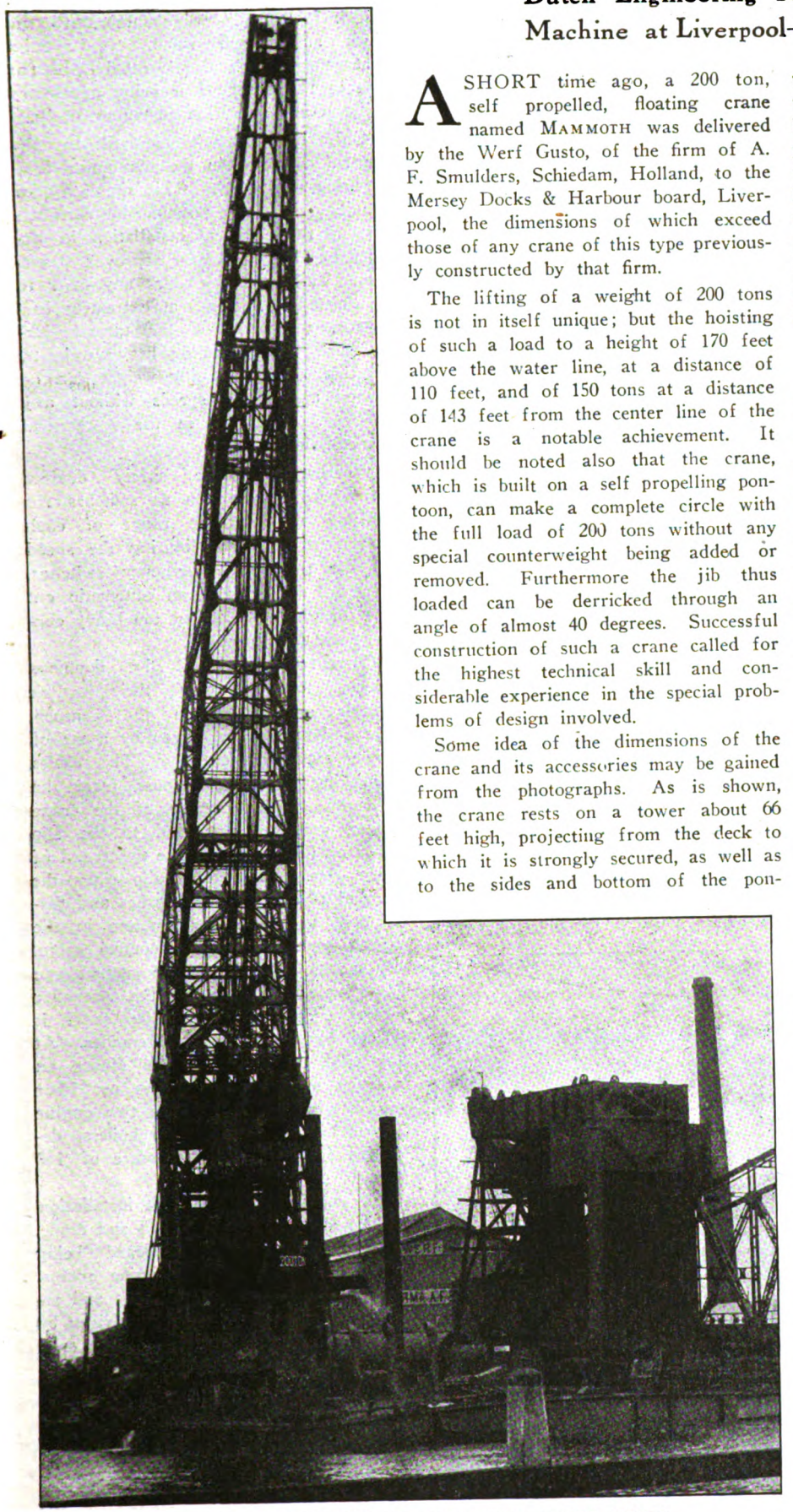
Builds Great Crane For England

Dutch Engineering Firm Delivers Huge Machine at Liverpool—Will Lift 200 Tons



VIEW OF MONSTER CRANE FROM THE WATER LEVEL

A SHORT time ago, a 200 ton, self propelled, floating crane named MAMMOTH was delivered by the Werf Gusto, of the firm of A. F. Smulders, Schiedam, Holland, to the Mersey Docks & Harbour board, Liverpool, the dimensions of which exceed those of any crane of this type previously constructed by that firm.

The lifting of a weight of 200 tons is not in itself unique; but the hoisting of such a load to a height of 170 feet above the water line, at a distance of 110 feet, and of 150 tons at a distance of 143 feet from the center line of the crane is a notable achievement. It should be noted also that the crane, which is built on a self propelling pontoon, can make a complete circle with the full load of 200 tons without any special counterweight being added or removed. Furthermore the jib thus loaded can be derricked through an angle of almost 40 degrees. Successful construction of such a crane called for the highest technical skill and considerable experience in the special problems of design involved.

Some idea of the dimensions of the crane and its accessories may be gained from the photographs. As is shown, the crane rests on a tower about 66 feet high, projecting from the deck to which it is strongly secured, as well as to the sides and bottom of the pontoon. This tower is in the shape of a truncated cone and is provided with a bearing on the upper side. The main parts of the crane consist of the framework and the jib. The framework can be divided into the upper platform, which rests on the top bearing, a lower platform in which the center rollers of the tower are placed, and the connecting structure between the two platforms.

Machinery Is Housed

The winch room, about 23 x 65 feet, in which the machinery for effecting the various movements of the crane is placed, is situated on the lower platform. At the back of this cabin and between the upper and lower platforms are two heavy, vertical worm-shafts for raising and lowering the jib. A counter weight moves with these shafts between vertical guides and serves partly to balance the weight of the jib. Behind the crane framework and the cabin is another counter weight for further balancing the crane.

The jib is connected to the framework by means of two horizontal pins at the front of the upper platform, and by two links to the moveable counterweight on the vertical worm shafts. By means of these links the jib can be derricked from its lowest position, when its distance from the extreme end of the jib to the center line of the crane is 200 feet, to its highest position, when the end of the jib is 240 feet above water level.

Two sets of blocks and hooks are hung on the jib at a maximum radius of 143 feet. Each is capable of lifting 100 tons and can be operated independently. To lift the maximum load of 200 tons the two hooks are connected by a balance furnished with a hook. The highest lift of these hooks is 170 feet above water level at a radius of 95 feet. The stipulated hoisting speed was 3½ feet per minute, but at the trials a speed of 5 feet per minute was attained. With lighter loads this speed can be more than doubled. The time stated in the contract for the crane to make a complete circle was 10 minutes, at the trials this operation took only 4 minutes, 32 seconds.

With a weight of 200 tons suspended the jib can be derricked to its highest position, when the radius of the load would be 110 feet. With 150 tons the radius would be 143 feet.

In addition to the two sets of blocks

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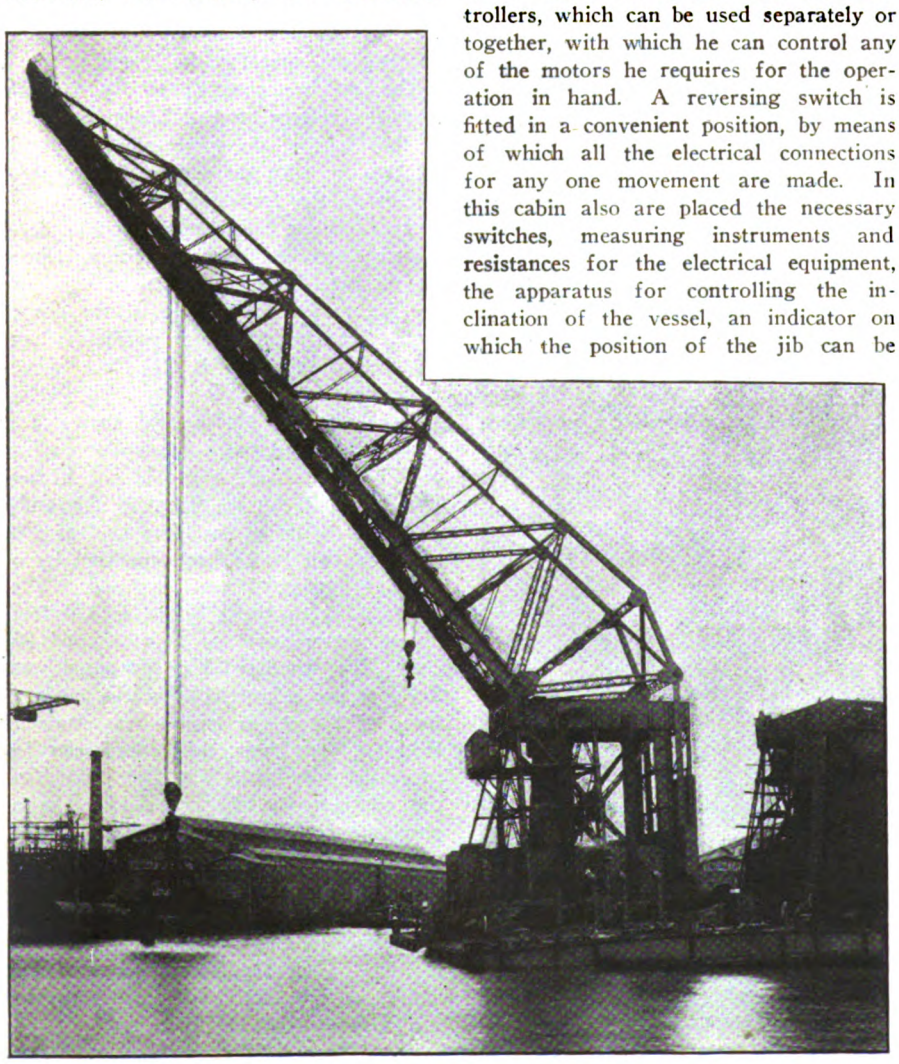
and hooks for lifting 100 tons, two blocks and hooks designed to lift 30 tons each are provided. These are suspended from two trolleys, which are arranged to run along the under part of the jib to a distance of 185 feet from the center of the crane. Each of these trolleys, with their blocks and hooks, can be moved independently or they can be coupled together. The stipulated speed of these trolleys along the jib was 12 feet per minute. At the trials a speed of 29 feet was attained. Each of these hooks can be lowered or hoisted independently, or they can be coupled together by means of a balance, when it is required to lift 60 tons and move this weight along the jib. The contract speed for this operation was 16½ feet per minute; at the trials this was increased to 18 feet. With lighter loads this speed can be more than doubled. When any load has been hoisted to the required height, whatever the position of the jib, the crane can be revolved and derricked as may be necessary.

The ability to handle quickly the more usual weights met with in practice is of great value. By using the trolleys described, the necessity for derricking the jib is obviated; moreover, the hoisting speeds of the 30 ton blocks on the trolleys are considerably greater than those of the main blocks.

Setting Up A Task

The dimensions of the jib combined with the great weights to be lifted involved the use of heavy, specially designed sections in the construction of the jib. The total weight of the jib in working order is about 280 tons. To place this jib on the crane framework was an operation of some magnitude and the services of no less than three floating cranes were required.

As previously stated, the machinery for operating the crane is placed in the winch room. All movements are affected by electric motors, of which there are ten in all. The power is transmitted from the motors by worm gearing and gear wheels. Electrical brakes are fitted to all the motor shafts. The various movements are controlled from the cabin placed on the top of the crane framework. The driver having a clear view, is able to observe the movements of weight he is dealing with. In front of him are two controllers, which can be used separately or together, with which he can control any of the motors he requires for the operation in hand. A reversing switch is fitted in a convenient position, by means of which all the electrical connections for any one movement are made. In this cabin also are placed the necessary switches, measuring instruments and resistances for the electrical equipment, the apparatus for controlling the inclination of the vessel, an indicator on which the position of the jib can be seen at any moment, as well as the distance of the hooks from the pontoon, telephones to the engine and winch room and speaking tubes to the deck and winch room. A special emergency switch also is fitted here for use in the event of it being necessary to stop any operation instantaneously.



HANDLING MAXIMUM LOAD AT THREE-QUARTERS ELEVATION

Only one man is required in the control cabin, when the maximum load is being dealt with. This simplicity of handling is made possible by connecting up the electrical installation in accordance with an approved system. This system enables any load to be hoisted or lowered at extremely low speeds, which is of the utmost importance when handling heavy weights, erecting, etc. Also any weight can be moved at varying speeds without any change being made in the mechanical transmission.

Wherever possible safety devices have been fitted, such as switches for limiting the working range of each movement, also for limiting the speed of the trolleys. Emergency switches, electrical brakes and an automatic cut out for guarding against too heavy currents are also provided.

Current is supplied by dynamos which, together with their switch boards are placed in the pontoon. These dynamos are driven by a set of triple expansion engines. The cables conveying the current pass from the dynamos to the interior of the crane tower, and are connected to the slip rings on the outside of the upper end of the tower. From these slip rings the current is collected by brushes and distributed to the various motors in the winch room and to the control cabin. By means of a clutch the engines can be coupled to one of the propeller shafts. The other propeller shaft is driven by a similar set of engines. At the trial trip on the river Meuse an average speed of 4.85 miles per hour was attained. Between the two engine rooms are placed the two boilers, designed for a working pressure of 147 pounds per square inch.

An extensive electric light installation is provided for both pontoon and crane, the dynamo and switchboard being situated in one of the engine rooms. The deck machinery is complete and includes windlass, four capstans driven by means of vertical shafts and spur wheels from engines placed below the deck of the pontoon, steam steering engine, bollards, engine-room telegraph gear, etc. The deck, which has an area of about 154 feet x 88 feet 6 inches strong enough to allow of 200 tons being placed upon it. Cabins for the officers and crew, galleys, lamp rooms, lavatories, also coal bunkers, water

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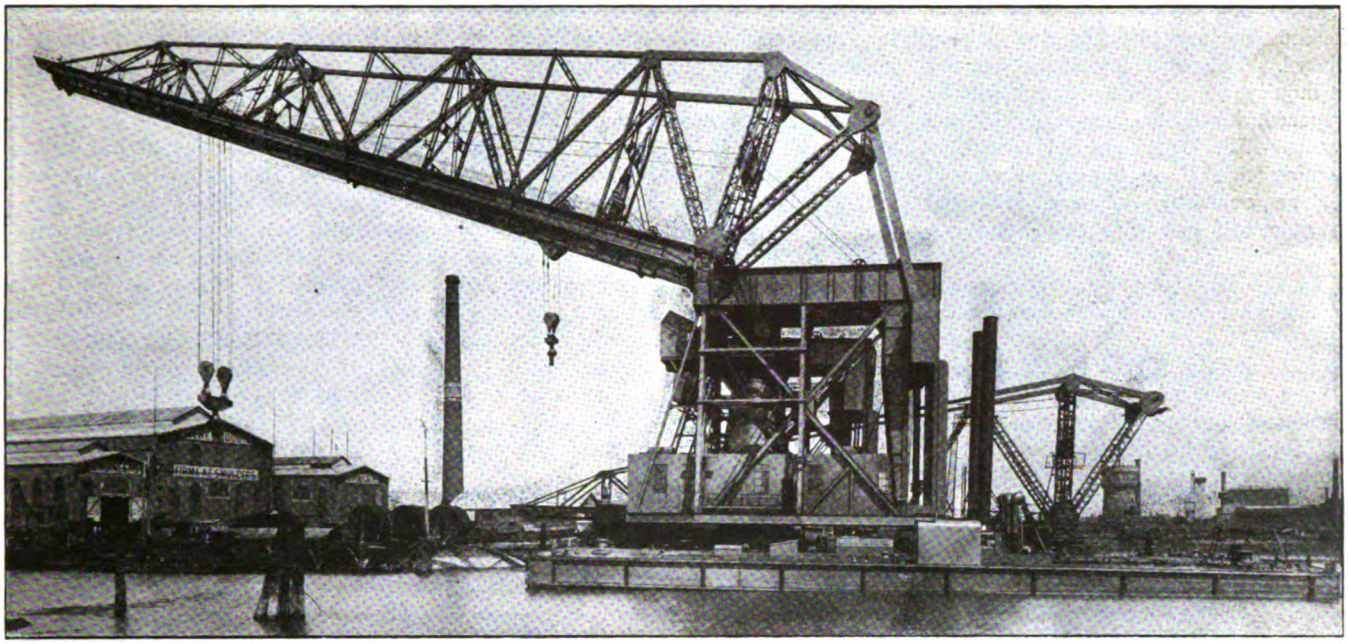

GENERAL VIEW OF SELF-PROPELLED HARBOR CRANE MAMMOTH
This great machine will lift a weight of 200 tons to a height of 170 feet above water level at a radius of 110 feet.

tanks, store rooms, etc. are built on deck. Only three men are required for operating the crane, an engine driver, deckhand and crane driver.

The crane was towed from Schiedam to Liverpool without dismounting the jib.

Dutch Shipping Merger

The most important combination in many years of shipping and trading interests of Holland, lately has been effected in the organization of a company known as the Netherlands Co. for Navigation, Trade & Industry.

This new concern represents a merger of the Netherland interests of the Furness Shipping & Agency Co. Ltd. of England, and R. S. Stokvis & Sons, Ltd. The former concern's activities in Holland embrace nearly the whole field of transport, including all the shares of the South Holland Navigation Co., all the shares of the Nieuwe Waterweg Shipbuilding Co., and of many other smaller shipping and trading enterprises in Holland. The shipbuilding concern alone owns one of the largest shipyards in the Netherlands with seven shipways, three floating docks, and complete equipment for the construction of the largest ships, whereas the overseas shipping connections of the concern are among the most important of those serving Holland, including the maintenance of its own or other regular shipping services from Netherlands ports to British ports, the United States, South Africa, Australia, and ports in South America. The Stokvis interests are the trading side of the combination. R. S. Stokvis & Sons, Ltd., is an English concern, whose head office is in Rotterdam and which is now being reorganized as a Netherlands company. The concern is the greatest importer in Holland of almost every variety of machinery and heavy materials, including iron and steel of all sort, electrical and other machinery, tools, plumbers' supplies, oils and fats, bicycles, motor cars and parts, and all similar goods. It has its own branch houses or related concerns in New York, Buenos Aires, Shanghai, Kobe, and various points in the Netherlands East Indies and is also in control of a number of industrial concerns in the principal cities of Holland.

What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

A USEFUL hint as to the probable policy to be adopted by the working shipbuilders has been given by John Hill, general secretary of the Boilermakers society, who, in his monthly report deals with the recent claim for a general advance of wages in the shipbuilding industry and the consolidation of war wages and percentages. Mr. Hill recalls the fact that the men have already informed employers they would not accept a reduction in wages on the ground that during the war they never received any advance in real wages and that the men's earnings, relative to the cost of living, are now really less than those of prewar times. Mr. Hill expresses regret that the employers refused to inquire into the conditions and profits of the industry but he points out the ministry of labor has now power to obtain an inquiry at the request of one side only and the workmen intend to take advantage of this to demand such an inquiry. Mr. Hill strongly persists that the proposed reduction in wages is unreasonable and unlikely to help the industry while it will probably tempt the workmen to take such drastic and effective steps as were taken by workmen of the same trades in Italy. The men, he says, have repeatedly offered to allow their wage claims to stand or fall on the plain business facts re-

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lated to the prosperity and profits of the industry but this has always been refuted. The men intend to demand an inquiry as to the facts and will be prepared, he claims, to stand by the results. Mr. Hill concludes with a warning that if an inquiry is refused the responsibility of any industrial struggle will rest with the employers.

* * *

STATISTICS relating to the working of the principal ports for the month of December have been issued by the ministry of transport. The following table shows the total net registered tonnage of vessels arriving and departing in the coasting and foreign trades:

Month 1920	Arrived Tons net reg.	Departed Tons net reg.
September	10,814,876	11,323,470
October ...	8,561,913	8,352,008
November ..	9,174,895	9,111,247
December ..	9,752,637	10,033,018

The increase in the December figures compared with the preceding months was due entirely to the improved coal shipment following the settlement of the miners' strike. The average time in berth for eight ports was 6.23 days in December compared with 7.08 days in November.

* * *

THE port charges of London and Liverpool have been officially reduced 10 per cent owing to revision of dock and warehouse dues. These high charges are a standing grievance with shipowners and, it is pointed out, these charges have much to do with the prices at which goods can be sold in the market. Apparently shipowners are not hopeful that the London and Liverpool example will be followed in view of the determination, so far as it has been expressed, on the part of labor to insist on the maintenance of high wages. Shipowners are not at all hopeful of any modification of charges under the head of labor in any department.

* * *

EXTENSIVE robberies of merchandise in connection with ships and warehouses is causing great concern among shipowners and merchants and the matter has lately developed into an epidemic. Merchants are naturally angry that they lose so large a proportion of their shipments and the matter is also of serious concern to shipowners and underwriters because of the large claims in respect of loss. The home secretary was recently approached on the matter and the shipowning community is much disgusted because the government officially declines to admit that it has received evidence showing pilferage is now on a larger scale than before the war, but reports that looser methods of conducting business are largely responsible for the less satisfactory carriage of goods. Against this statement, the losers of property are able to produce substantial evidence of the increase in pilferage. But it is admitted that conditions of trade have led to more general storage of goods and have thus assisted people with dishonest inclinations; it is at the same time admitted that some little looseness has developed on the part of those in charge and efforts have been made to get rid of this laxity. The matter is to be specially dealt with by a committee of the Chamber of Shipping which includes a number of practical shipping managers.

* * *

AN EXAMPLE of the way in which extravagant labor claims contribute to unemployment comes from Portsmouth where the joiners' strike made it impossible to recondition the White Star liner ARABIC in that port. A Portsmouth firm of repairers offered to do the work but this was found impossible because the Southampton joiners communicated with the Portsmouth trade unions and appealed to them not to "blackleg" the job. There was no dispute at Portsmouth and some of the 5000 unemployed in that town would have been glad to earn money but they were prevented, with the result that the workmen of Cherbourg, France, will earn £100,000 which otherwise would have been useful to the families of the Portsmouth workmen. This is not the only case in which work has been diverted from Portsmouth and ship repairers there have lost a good deal of business not only on account of wages but because of the onerous labor conditions. Quite a lot of attractive business in the way of repair work is being diverted from England to the continent. Sir John Norton Griffiths, M. P., in a speech to his constituents explained that he is a contractor for the building of railways, harbors, etc., and was recently obliged to lose a contract because he was able to get reinforced concrete steel in France or Belgium at £12 to £14 a ton against a quotation of £23 in Great Britain.

* * *

BRITISH shipbuilders are taking great interest in the application of gas heating to a variety of uses in the shipbuilding yards and a great deal of attention has been directed to the achievements of the Moore Shipbuilding Co., an American firm which holds the world's record for having on two occasions launched three ships in one day. The British Commercial Gas association recently issued a pamphlet showing the economies effected in some of the shipyards on the shores of San Francisco bay during the height of the recent American shipbuilding boom.

* * *

THE recent accident to the K-5, a large British submarine, has naturally attracted a good deal of attention among marine builders and engineers are endeavoring to discover the weak places in the construction of such vessels which made such an accident possible. It happens that the K series of boats has the advantage of the double hull which most engineers consider gives greater surface buoyancy though on the other hand many experts consider that the boat is much more difficult to handle when submerged while the light outer plating is liable to damage when the ship is sitting on the bottom if a heavy ground swell is running. Some opinions have been expressed in favor of so increasing the staff as to enable the captain of a submarine cruiser to have a diving officer responsible for placing the vessel at whatever depth is required. It is considered that the submerging part of the work is one calling for special attention and this subject is likely to receive special consideration in the construction of such vessels in the future.

* * *

TWO giant liners, the BISMARCK and the IMPERATOR, have been acquired by the White Star and the Cunard companies. It appears that Lord Inchcape acted on behalf of the reparations committee in the sale of the two great ships. For a long time the IMPERATOR has been in the Cunard service, that company having the management of the vessel on behalf of the reparations committee, and the sale was, therefore, in accordance with expectation. A good deal of money has been spent upon the reconstruction of the BISMARCK and it is expected that some months must elapse before the vessel is ready for service. Much of this work will be done by her builders, Blohm & Voss at Hamburg, though the finishing touches are expected to be given to the liner in British yards.

* * *

THE third of the new cabin class steamers building for the Canadian Pacific Ocean Services Ltd., will be named MONTCLARE. Of these three vessels, MONTCALM and MONTROSE have already been launched, the former by John Brown & Co. and the latter by the Fairfield Shipbuilding & Engineering Co. The MONTCLARE is being built by John Brown & Co., and it is hoped to launch her shortly. These new steamers are being built to supplement the service of similar vessels of the C. P. O. S. fleet in transatlantic service.

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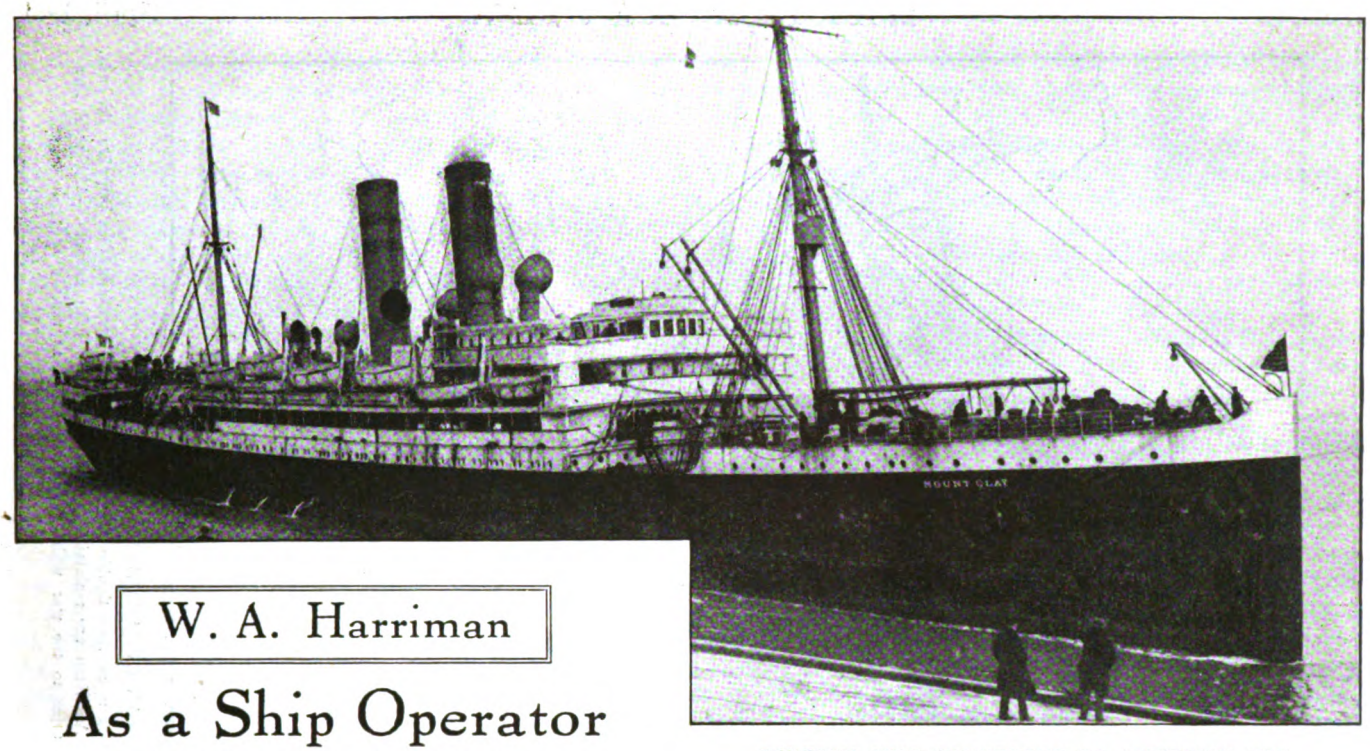

FOREIGN SHIP CONVERTED TO AMERICAN USE
Prize of war, the former PRINZ EITEL FREDERICK, is here shown sailing on maiden trip under the Harriman flag

W. A. Harriman

As a Ship Operator

(See March Issue for His Shipbuilding Record)

BY V. G. IDEN

THE world war gave W. A. Harriman an opportunity to prove his manufacturing abilities. It gave him an opportunity to build ships and to create a powerful shipbuilding corporation. In this respect he assisted his country considerably in the emergency then existing. The problems of peace gave him his second opportunity. This was in the field of steamship operation.

"I realized, of course, that, as the result of the war," Mr. Harriman explained, the while he drew geometric designs upon a pad on his desk, "the United States would find itself in possession of a vast fleet of ships. Also, it was clear that this country had so developed as a manufacturing nation that it would produce far more than could be consumed at home. A great export trade, therefore, would be essential to the healthy development of the country.

"Nothing is more necessary for the acquiring and maintaining of foreign markets throughout the world than adequate shipping facilities."

The fact was recalled that some of the leaders he had drafted in his service when he first entered the shipping field were no longer with him. At this Harriman smiled and refused to make any comment. This young ship operator not only knows how to organize but he knows how to sift out the organization he had built and keep only the best. But at this point Harriman paid a high tribute to R. H. M. Robinson. Mr. Robinson, it appears, is the shipbuilding genius of the Harriman organization and he also came forward and assisted his chief mostly in building up his steamship properties.

"I can readily understand why many people might consider me a fool for going into a situation so beset with difficulties and with problems new to this country," Mr. Harriman said. "But I am willing to be judged by the acid test of time and results. If our plans are unsound, they will fail. If they are sound, they will succeed. I am confident that Americans will develop ability to build up and conduct a great shipping business with as much success as they have succeeded in building up and conducting other industries. It is a work calling for years of studious application and sleepless effort. But I believe it can be done."

Learned By Experience

He would make it appear that he is embarking upon a new venture with untried hands. As a matter of fact, Mr. Harriman did practically that when he first entered the shipping business but he quickly changed his methods. His first venture was the creation of the Independent Steamship Corp. This line operated shipping board vessels upon allocation. Many other new shipping firms sprang into existence in the same manner. Some have attempted to follow along the same lines they adopted when beginning. Mr. Harriman was not content with that. A company which is merely an agent for the owners of ships has not the possibilities of a shipping company which is the owner as well as the operator of ships.

When Mr. Harriman grew saturated with the details of the shipping business he plunged in with both feet. His inclination for strenuous work asserted itself. And, in acquiring shipping properties, he brought under his banner some of the most experienced shipping men who had been operating ships successfully under the American flag before the war.

"After thinking the whole thing over very carefully and from every angle," Mr. Harriman said, "I concluded that there was no more useful work that I could undertake than to do what I could to help to develop American shipping on a sound economic basis. I well recognized that I would encounter difficulties and obstacles, and these difficulties and obstacles are proving very staggering. But I am profoundly convinced that the necessity for developing American shipping is upon us, and I regard as embodying a fundamental truth the axiom that 'what becomes a necessity always becomes an eventuality.'

"I am, therefore, resolved to devote my humble energies as well as capital to doing everything possible to transform this necessity into an eventuality, an actuality. But it can be done only with the support of the country as a whole. The public must not sit back idle and inert on the principle that it is somebody else's business. American ship-

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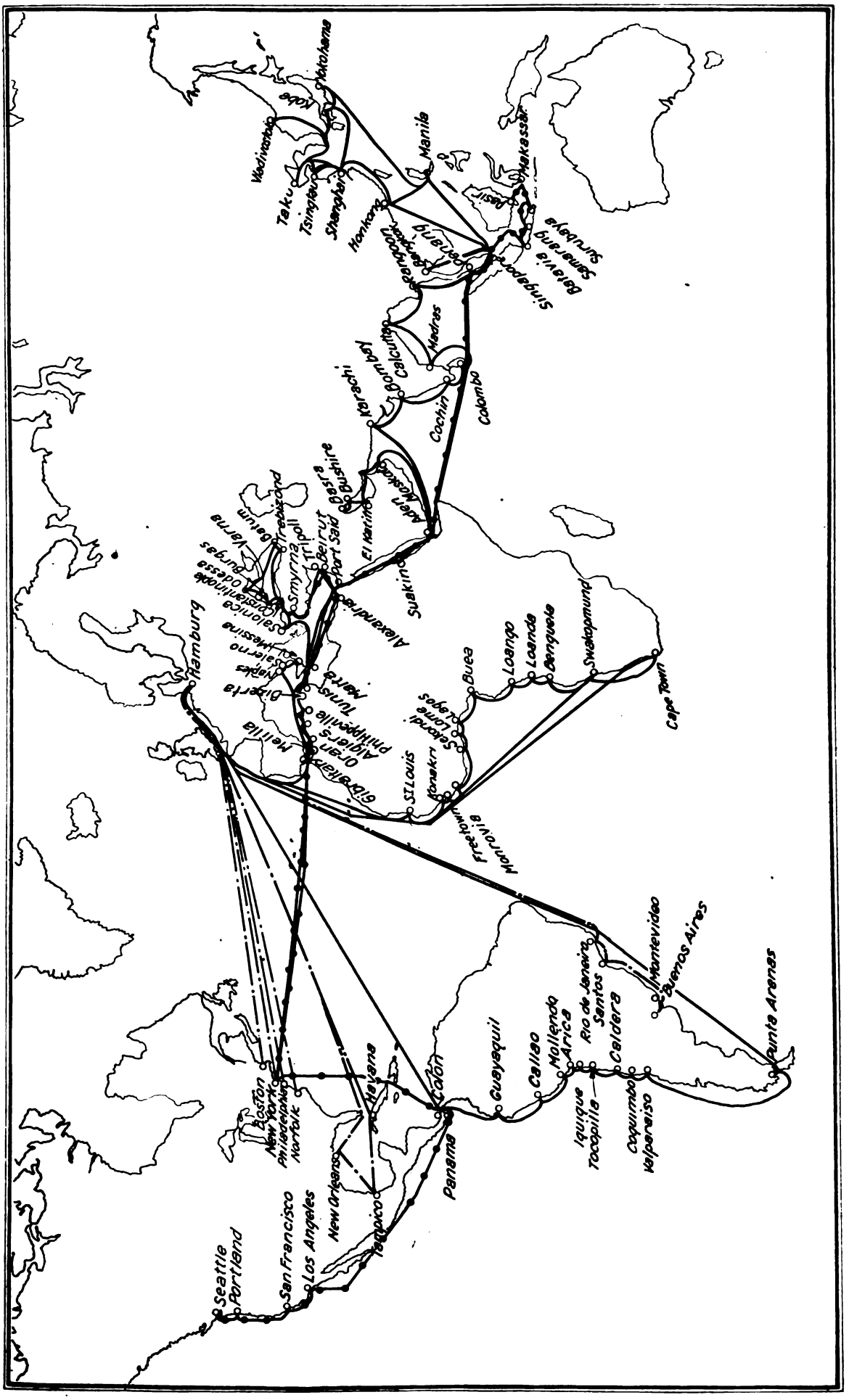

NET WORK OF STEAMER SERVICES BEING BUILT UP BY THE HARRIMAN ORGANIZATION

The present fleet of W. A. Harriman numbers about 63 ships with a deadweight tonnage of approximately 500,000. This vessel group is more than double any fleet under the American flag prior to the war. It includes both passenger and cargo ships. In the map above, the broken lines show routes on which Harriman and the Hamburg-American are maintaining or will maintain joint services. The solid line with the black dot shows Harriman's own ship routes. The solid line shows services maintained by the Hamburg-American prior to the war which will be reopened as rapidly as trade offers

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ping cannot be properly developed unless it has the moral support of the public, the legislative support of the government, and adequate support from the financial and investing public."

The Independent Steamship Corp. failed to place the name of W. A. Harriman high upon the roster of American shipping. That was a shortcoming he was quickly to correct. His second venture was to organize the firm of Livermore, Dearborn & Co., using for this purpose Americans of long and successful experience in handling American ships. This firm was the outgrowth of the Boston firm of William H. Randall & Co., a well equipped operating organization, who were agents for the Shawmut Steamship Co. Mr. Livermore was formerly Mr. Randall's partner, and was also president of the Shawmut Steamship Co. George S. Dearborn, until his death in May, 1920, was president of the American-Hawaiian Steamship Co. and was a leading figure in American shipping circles.

This reorganization brought under control of the Harriman interests the Shawmut Steamship Co. which owns the steamers IPSWICH, MYSTIC and SUDBURY, measuring from 5075 to 6214 gross tons each.

At about the same time, the American-Hawaiian Steamship Co. acquired control of the Coastwise Transportation Co., Boston. In this way 10 more steamers were added to the fleet now controlled by the Harriman interests. The Coastwise steamers with their gross tonnages are: BRISTOL, 3971; CLARKSBURG, 4821; COASTWISE, 4015; FAIRMONT, 5400; FRANKLIN, 5266; HAMPDEN, 4725; MIDDLESEX, 4727; NORFOLK, 3521; SUFFOLK, 4718; TRANSPORTATION, 4015.

Buys Famous Line

These purchases resulted in considerable talk in steamship circles and Mr. Harriman's name began to appear in the daily gossip. The fact that he had enlisted Messrs. Livermore and Dearborn among his assistants was sufficient to demand serious consideration for the new steamship magnate. But Mr. Harriman's next move was destined to bring him into national repute. Early in 1919, he acquired a very substantial block of American-Hawaiian Steamship Co. stock. This stock had been owned by the Mexican government and had been put up in New York as collateral.

The acquisition of this stock drew Mr. Harriman into a participation in the affairs of this old American steamship company. The American-Hawaiian line has for long been considered one of the strongest operating under the American flag. It held for years a contract to bring Hawaiian sugar to the United States and, through an arrangement with the Mexican state railway, was the first line to book freight regularly in our coast-to-coast trade. This was before the Panama canal was built. So carefully had the affairs of this company been managed that the capital cost of its fleet had been largely written off.

Mr. Harriman was first elected vice president and treasurer of the American-Hawaiian Steamship Co. When George S. Dearborn, president of that company died in May 1920, Harriman became the active head. Early in 1920, through his banking connections, a large block of American-Hawaiian stock was purchased from Lord Cowdray and resold to American investors. Mr. Harriman has thus cleared the company of foreign influence

W. A. HARRIMAN

and made it purely American. But Mr. Harriman was largely the gainer in this transaction as he not only acquired very valuable property but also brought under him some American steamship men of long and practical experience, one of the most important of these being J. D. Tomlinson.

When the Panama canal was opened, the American-Hawaiian fleet abandoned the Mexican route and operated through the canal. These operations continued until the outbreak of the war when the vessels were diverted to the Atlantic trades and were ultimately requisitioned by the United States government for war use. The line has been a little slow in getting back into its trade routes because immediately after the armistice shipping conditions were unsettled. The government was slow in returning the ships and making settlements, so some of the vessels were temporarily chartered out.

The line, however, is progressive. It has always been a pioneer in adopting new types of ships and mechanisms, and was the first shipowner in the United States to adopt oil-firing under boilers. Then it followed by being the first American shipowning company to order large oceangoing motorships. Two 11,000-ton motorships are building for this company at the Chester, Pa., yard of the Merchant Shipbuilding Co.

The American-Hawaiian line owns the following ships, the gross tonnage of each being given: ALASKA, 8617; AMERICAN, 5600; ARIZONIAN, 8723; DAKOTAN, 6501; FLORIDIAN, 6784; HAWAIIAN, 5670; IOWAN, 6547; KENTUCKIAN, 6432; MEXICAN, 8673; MINNESOTAN, 6547; OHIOAN, 6646; OREGONIAN, 5648; PANAMAN, 6499; PENNSYLVANIAN, 6499; TEXAN, 8615; VIRGINIAN, 7914. These proved to be such excellent vessels that the government held them for a long time after the armistice, and by reconverting them slightly used them as transports to bring the soldiers back from France. Although its fleet is unexcelled among American oceangoing vessels, the American-Hawaiian line is primarily a coast-to-coast service. The organization has the experience and the agencies to do a profitable business in the Far East and that is a hold that Mr. Harriman is not going to permit to go to waste.

Keeping the organization intact to do business along the lines it has long followed, Mr. Harriman next turned over to the American-Hawaiian Steamship Co. the controlling interest in the Coastwise Transportation Co., thereby strengthening the position of both owning companies and more securely knitting the various Harriman interests. Of course, Livermore, Dearborn & Co. continued as agents for the Harriman fleets.

Distributes Marine Securities

In the meantime, Mr. Harriman had organized the banking firm known as W. A. Harriman & Co., Inc. This is a private company, the stock in which is held by Mr. Harriman and friends close to him. The banking firm was created to deal primarily in marine securities. It proved its ability in this line by taking part in the underwriting of new securities. Mr. Harriman's banking organization later came into prominence when it absorbed Morton & Co., 25 Broad street, New York, a vigorous and influential investment house organized by interests closely identified with the Guaranty Trust Co., New York. This is regarded in financial circles as a master move by Mr. Harriman, since it associates him and his colossal activities with one of the most progressive banking groups in America. This banking group has an extensive interest in import and export trade and in foreign investments. Association with it is

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destined to prove of considerable value to the Harriman marine interests.

Mr. Harriman is also chairman of the board of the Warren Export Coal Co., of which George E. Warren is president. Mr. Warren is president of the George E. Warren Co. which has had many years experience in the coal business and has headquarters in Boston and offices in New York, Hampton Roads, Pittsburgh, Johnstown, Pa., and Toronto. The new company has been formed to do an export and bunker business. The George E. Warren Co. continues to do business as formerly, retaining its independent identity. These activities in various fields indicate Mr. Harriman's broad vision of the American shipping industry as a whole.

"I consider that it is necessary," Mr. Harriman said, "for the public generally to support American shipping through investment in responsible shipping companies. American shipping securities are not well known throughout the country and are regarded as being highly speculative. They should become as widely known and as popular as railroad or industrial securities. This is the case today in Great Britain and should be the case in the United States. Our people generally should have confidence in the development of the American merchant marine. They should be made acquainted with the essential part it plays in the prosperity and progress of our country, and should realize how necessary is their support for the American merchant marine to obtain its proper development."

An American Organization

Through the consolidations he brought about Mr. Harriman had by this time enlisted the services of Harris Livermore, Henry Dearborn and J. D. Tomlinson. Later he added E. C. Tobey to his staff. Mr. Tobey had served the shipping board as its representative in London through a troublesome period when the shipping board was endeavoring to create American agencies abroad to manage its ships. These men today play an all important part in the Harriman steamship operations. It is essential that their names be remembered. This young genius of things maritime has been accused of much, not the least of which is that he has tied up with foreign interests which may take advantage of his inexperience. Having surrounded himself with such thorough-going American steamship men as Livermore, Dearborn, Tomlinson and Tobey, that accusation is proved false in the very beginning. These men have fought for the American merchant marine in its leanest days and they have had the courage to put their own capital and energy in American bottoms.

While Mr. Harriman was welding together the first shipping units in his marine group, another body of men in New York were making haste to build up a rival organization. Combinations and co-ordinations of interests in the shipping world abroad had been making rapid progress since the armistice. As almost by common consent, it was agreed on all sides that in the future the successful shipping organization would be the one which had wide holdings. The small company with but one or two lines of steamers was thought to be a venture of the past. Business conditions now demanded a much broader grasp. In England the co-ordination between shipbuilder and shipper is an old thing. Mr. Harriman introduced this relationship in America.

The history of the competing American Ship & Commerce Corp. may be briefly reviewed here. Through the banking house of Chandler & Co., a holding company known as the American Ship & Commerce Corp. was formed under the laws of Delaware on July 18, 1919. This holding company purchased a majority interest in the shipbuilding firm of the William Cramp & Sons Ship & Engine Building Co., and a control of the Kerr Navigation Co. Gen. George W. Goethals was elected president of this holding company. It was a powerful organization. Then it became known that the new marine company was negotiating with the Hamburg-American Steamship Co. for an operating agreement. It was proposed to work out some form of partnership agreement with the old German company whereby the American company would supply the ships and the German company supply the docks, terminals and agencies. This was under the supposition that the American flag would be placed upon the runs once occupied by the Hamburg-American line.

Obtains Coveted Contract

At that time, some trouble was being had with the shipping board despite the fact that General Goethals was taking charge of the negotiations. The Kerr line wanted the shipping board to allocate government vessels for it to operate in the German runs. Failing to get any definite assurances, it then looked as though the ambitious plans of the American Ship & Commerce Corp. were going for nothing. During these negotiations, Mr. Harriman had been in Europe on a general tour of investigation. When he returned he at once conferred with the shipping board and with the promoters of the American Ship & Commerce Corp., eventually acquiring a substantial financial interest in the holding company and soon after becoming president of the corporation. The agreement with the Hamburg-American line quickly took shape.

These changes made Mr. Harriman a center of interest. The American Ship & Commerce Corp. purchased 94 per cent of the stock of the Kerr Navigation Co., which owns a fleet of 10 cargo vessels.

At the time when Harriman interests acquired control, an operator's agreement was in effect whereby this Kerr fleet was to be operated by the Kerr Steamship Co. After Mr. Harriman's purchase, this operator's agreement was canceled and the name of the Kerr Navigation Co. was changed to the American Ship & Commerce Navigation Co. The Kerr interests accepted a cash payment for the purchase of the Kerr Co.'s fleet and retired from all connection with the organization.

This left Mr. Harriman in control, through the American Ship & Commerce Corp., of another fleet of ships. These are, with their gross tonnage: KERSAN, 3725; KERESAPA, 4635; KERKENNA, 3621; KERLEW, 3562; KERMANSHAH, 8100; KERMIT, 6646; KERMOOR, 4795; KEROWLEE, 3550; MONTICELLO, 7653; MONTPELIER, 4711.

This fleet is serving trades between New York and Hamburg, and between Hamburg and the South American ports of Rio de Janeiro, Santos, Montevideo, Buenos Aires and the River Plate.

Building U. S. Liners

The Harriman organization decided to change the names of the Kerr ships as rapidly as the formalities permit. Under the Harriman management, the vessels of the American Ship & Commerce Corp. will have as a distinctive nomenclature the name "Mount" prefixed to the name of an American mountain. The 10 ships acquired from the Kerr company will be known as MOUNT BLISS, MOUNT BRACE, MOUNT BOWDIN, MOUNT SEWARD, MOUNT SHERIDAN, MOUNT SHERMAN, MOUNT SHERRILL, MOUNT SIDNEY, MOUNT STERLING, MOUNT SUMMIT.

This company has since acquired the DE KALB, an ex-German vessel, from the shipping board, reconverted her into a third-class passenger vessel and renamed her the MOUNT CLAY. She departed from New York for Hamburg on her maiden trip in this service on Christmas day last.

Two other third-class passenger vessels are being built at the Chester yard of the Merchant Shipbuilding Co. for this same service. These are to be known as the MOUNT CARROLL and the MOUNT CLINTON. They will measure 8000 tons each and will have turbine engines with double reduction gears. These vessels afford something new in the transatlantic trade. The MOUNT

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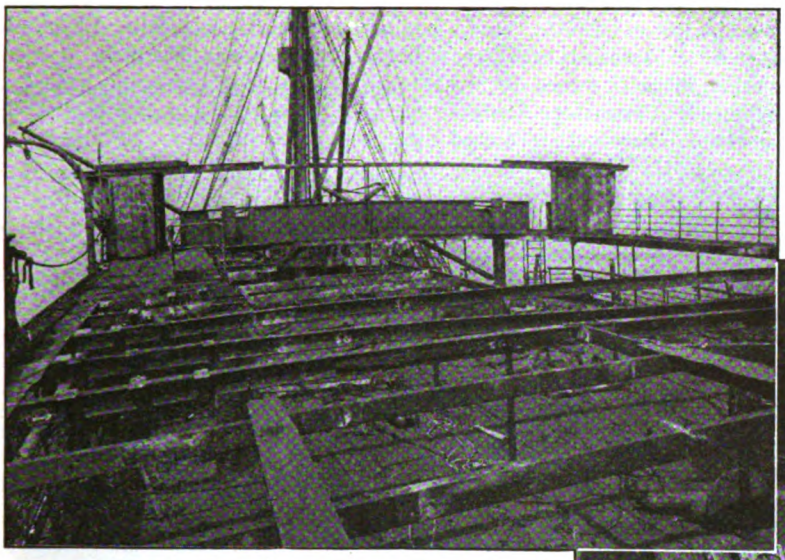
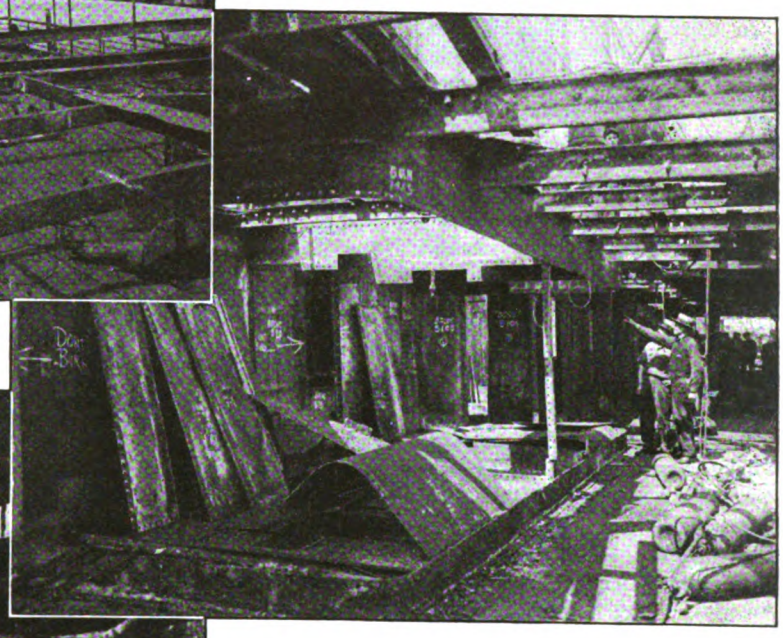
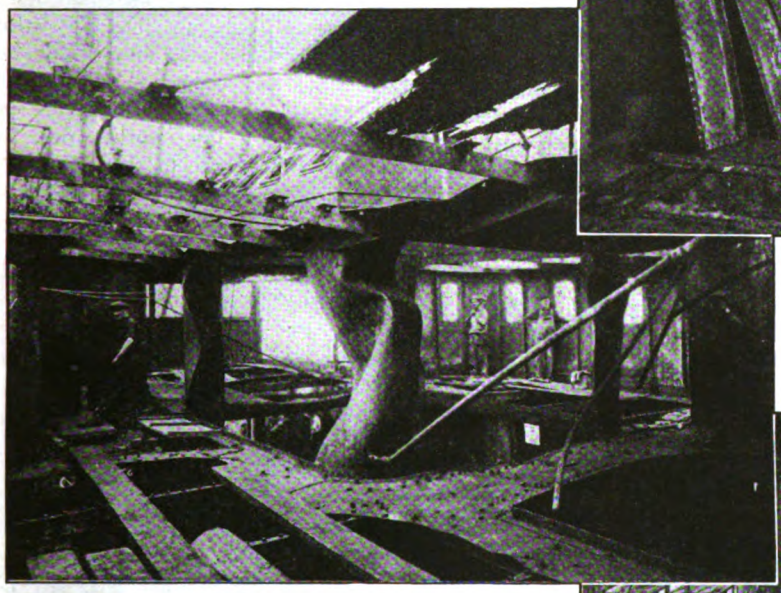


Dismantling the deck structure

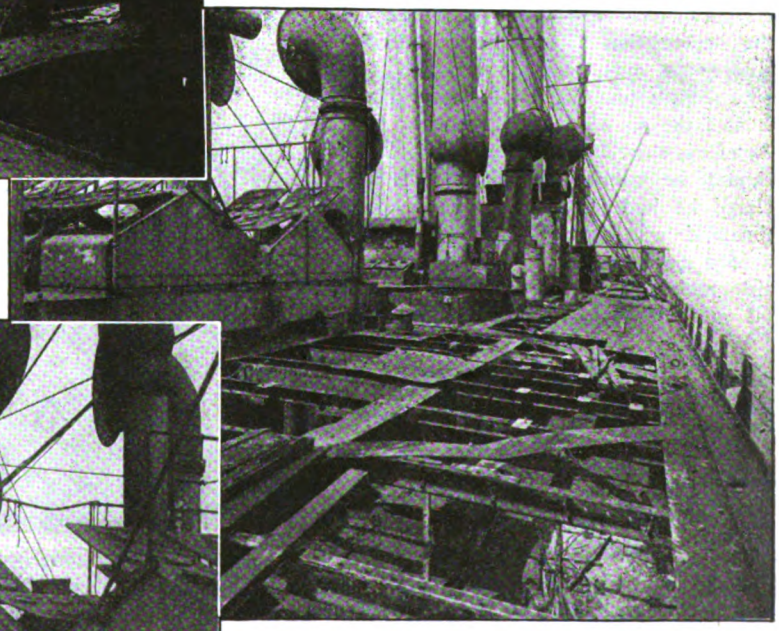
Tearing-out plates between decks





Damage to interior resulting from fire

Removing the boat deck for remodeling



Taking out damaged deck plating for replacement

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CLAY, is a twin-screw steamer making 15 knots and her schedule calls for a 10-day trip from New York to Hamburg. All three of these vessels are to be fitted out with third-class cabins accommodating two to six persons, dining saloons, sitting rooms and smoking rooms. The cabins are supplied with washstands, mattresses and linen, luxuries for the third-class traffic.

In these services, the Harriman ships are using the Hamburg terminals and agencies abroad of the Hamburg-American line and consequently they are operated in accordance with the agreement entered into with that company. One point of the agreement is that the German line may place an equal number of steamers in the services with the American steamers. As a beginner, the German line is making ready the VICTORIA LUISE. That company is also prepared to provide two more steamers. The present hope, therefore, is that for the New York-Hamburg third-class passenger services the Harriman offices will next summer be able to book a ship every week.

For the present, the Harriman interests have no intention of engaging in the cabin passenger business under the American flag. Conditions under the American flag are not such, Mr. Harriman pointed out, as to warrant any such undertaking. In the first place the cost of building passenger vessels in American yards is high. That initial cost makes the insurance charges against an American passenger vessel too much and the depreciation and interest so excessive as to make competition with foreign ships a practical impossibilty. There is also the question of wages aboard an American ship, Mr. Harriman said, which cannot be overlooked. While he declared he had not made a positive estimate, it was his opinion that the wage aboard a passenger ship represents probably more than 15 per cent of its total cost of operation.

When Mr. Harriman acquired control of the Kerr Navigation Co., or the American Ship & Commerce Navigation Co. as it is now called, he obtained the services of two American citizens well known in United States shipping circles and particularly familiar with the trade between the United States and Germany, C. J. Beck and W. G. Sickel. Prior to the war, Mr. Sickel had been vice resident director of the Hamburg-American line in New York, and Mr. Beck freight agent.

Mr. Harriman's next step was to acquire for the American Ship & Commerce Navigation Corp. the control of the Shawmut Steamship Co. with its three modern freight steamers of a total tonnage of approximately 17,000 gross.

In the fall of 1920 Mr. Harriman reorganized the firm of Livermore, Dearborn & Co. calling it the United American Lines, Inc. One-half of the United American lines is owned by the American Ship & Commerce Navigation Co. and the other half is owned by the American-Hawaiian Steamship Co. The United American Lines, Inc., is the operator of all the vessels belonging to the Harriman group as well as of vessels which are allocated to the Harriman shipping interests by the shipping board. The United American lines also acts as agent in the United States for the Hamburg-American line under the agreement made by Mr. Harriman. Harris Livermore is president of this operating company. Mr. Beck has been placed at the head of the freight department while E. Lederer, an American citizen and once the third-class passenger agent in the United States for the Hamburg-American line, is head of the passenger department. Mr. Tomlinson is operating manager. Mr. Harriman is chairman of the board of the United American lines while Mr. Sickel is his assistant.

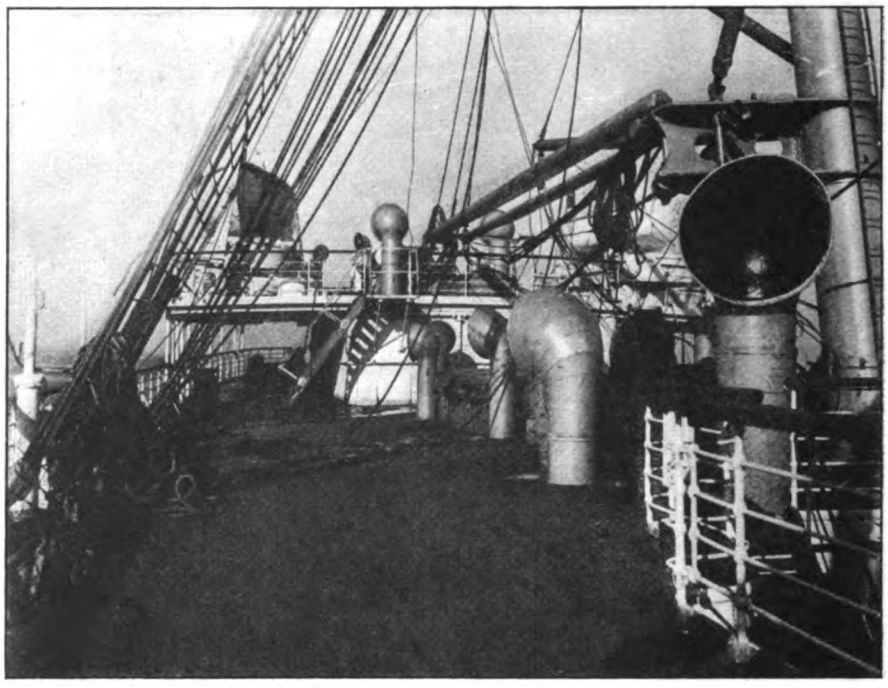
The United American lines owns or controls some 63 ships representing a deadweight of approximately 500,000 tons. The fleet thus operated represents more than double the tonnage of any fleet operated by a single company under the American flag before the war. In most of its services it is operating tonnage which is owned by the Harriman interests, but to maintain certain berths it has been making use of some tonnage allocated by the shipping board. Such has been the method adopted to maintain services from New York to points in the Dutch East Indies, North Africa, Malta, Egypt, the Levant, Madeira and Morocco.

A busy man dislikes to dignify carping criticism by an answer. Mr. Harriman, however, in reply to those who would criticize him for entering into an agency contract with a German company, has taken great pains to make public every detail of the agreement which has had the enthusiastic approval of Admiral Benson, chairman of the shipping board, as a great constructive factor in the development of an American merchant marine.

"I believe firmly in the intention of this country to continue to develop its merchant marine,' Mr. Harriman said. "I am confident of its success.

"In the last six years, the American merchant marine has increased its ocean tonnage by more than 10,000,000 gross tons, so that today our merchant navy stands second only to that of Great Britain. This gives us an unexampled opportunity to compete for world trade, and it is necessary to gain our proper share of this world trade if American ships are to be profitably employed.

"One of the principal objects of competition naturally is for the larger volume of business done by German shipping before the war. Germany's merchant tonnage before the war was more than 5,000,000 gross tons. It is today about 419,000 gross tons. In seeking to gain the trade represented by this nearly 5,000,000 tons which Germany has lost, is must be apparent to everyone that connection with a



TOP DECK OF RECONSTRUCTED RAIDER NOW OWNED BY HARRIMAN

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company which was before the war the largest shipping company in the world and which was the principal company engaged in this trade will be of the greatest advantage.

"American shipping is confronted with a lack of experienced personnel competent to handle foreign business at both ends of the line. Only time can give us this necessary experience. The Hamburg-American line has at its command that experience which we greatly need. Acting as agent of American shipping in Germany, it has greater facilities to collect business than any other agency.

"The outstanding features of the contract are that the American Ship & Commerce Corp. acts in America as the agent of the Hamburg-American line, and the German company acts as the American corporation's agent in Hamburg. It is the intention of the two companies to operate ships together over trade routes formerly served by the Hamburg-American line wherever the trade justifies the re-establishment of such routes. Each company acts independently and there is no pooling of earnings or pooling of ships in the sense that it deprives either company of its entire independence.

"Each company has a right to put ships into this service equal in tonnage to the ships of the other company, but no ships shall be added except where the trade justifies the addition. In other words, as ships are built, there is no compulsory withdrawal on the part of either company to make room for these new ships. Provision is made, however, for the entry into the services of ships now building for the Hamburg-American line, aggregating about 185,000 deadweight tons. Notice of completion of these ships must be given a year in advance, and there is no reason to suppose that the trade will not accommodate their addition without withdrawal being necessary.

"In brief, the agreement with the Hamburg-American line gives to American shipping the right to enter at once upon what have been the most profitable trade routes aided by the facility and experience of a company which, for a quarter of a century, has been engaged in this commerce."

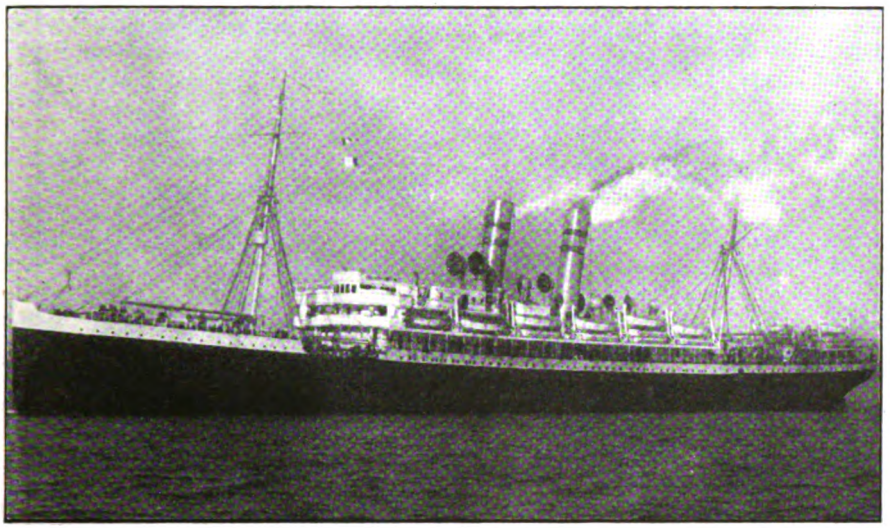
With that concise statement of the facts, Mr. Harriman closed the issue. He then turned to the consideration of more important problems confronting the American merchant marine—the government owned boats.

"One of the great difficulties confronting sound American shipping is the fact that such a large proportion of our tonnage is owned by the United States shipping board. The problem is to get government ships into private hands, and I believe that both business men and the government are anxious to accomplish this result.

"I should like to see the shipping board take the drastic step of giving ships to operators only on the condition that they guarantee the shipping board in some form or other against loss. It might be a good plan to fix a reasonable charge, and turn the operation of the ships over to the charterer only when a proper guarantee is received.

"The development of the American merchant marine is dependent upon its proper support by congress. There is a necessity for a definite, well considered plan of government legislation. The Jones act was a splendid step in the right direction. There is a need too, that the public should become thoroughly acquainted with the problems of American shipping and the possibilities of establishing a worthy and adequate American merchant marine.

"The United States cannot develop its international commerce to its proper extent without holding up and maintaining a merchant marine, otherwise this country must be dependent upon ships flying a foreign flag."



HARRIMAN'S THIRD-CLASS LINER IN NEW YORK-HAMBURG RUN
As the DeKalb, she did transport service during the war and after the armistice

Rebuilt Harriman Liner

Convert Big Transport Into Model Third-Class Passenger Carrier

BY JAMES A. KELLEY
Naval Architect, Morse Dry Dock & Repair Co.

ONE of the largest reconversion contracts to be finished in the United States up to the present time is the German built steamer DeKalb. This vessel was formerly the Prinz Eitel Friedrich and was built at the Vulcan works, at Stettin, Germany, in 1904. Following are the dimensions of the vessel:

	Feet	Inches
Length overall	506	6
Length between perps	489	2
Breadth, molded	34	10 1/16
Depth molded	34	10 7/16

She is built on the transverse system, with deep channel frames with webs and stringers. The double bottom has a depth of 48 inches and extends the full length of the vessel. When built, the vessel was classed to the highest rating then given by the Germanischer of Lloyds.

When the vessel arrived at the yard of the Morse Dry Dock & Repair Co. she had been completely gutted by fire which occurred in the Hudson river at Spuyten Duyvil. The owners of the ship decided to convert her into a first class steerage vessel to carry the largest number of persons possible and at the same time to give the passengers carried larger and more attractive public rooms than are customary on this type of ship.

The navigation officers' wheel house and chart room are situated on the navigation bridge deck, the only deck which the steerage passengers will not be allowed to use. On this deck also are three special staterooms for use of various ship officers. These rooms are fitted up in elaborate style.

On the top deck is a large passenger promenade. The deck house contains large rooms for doctor, purser, steward

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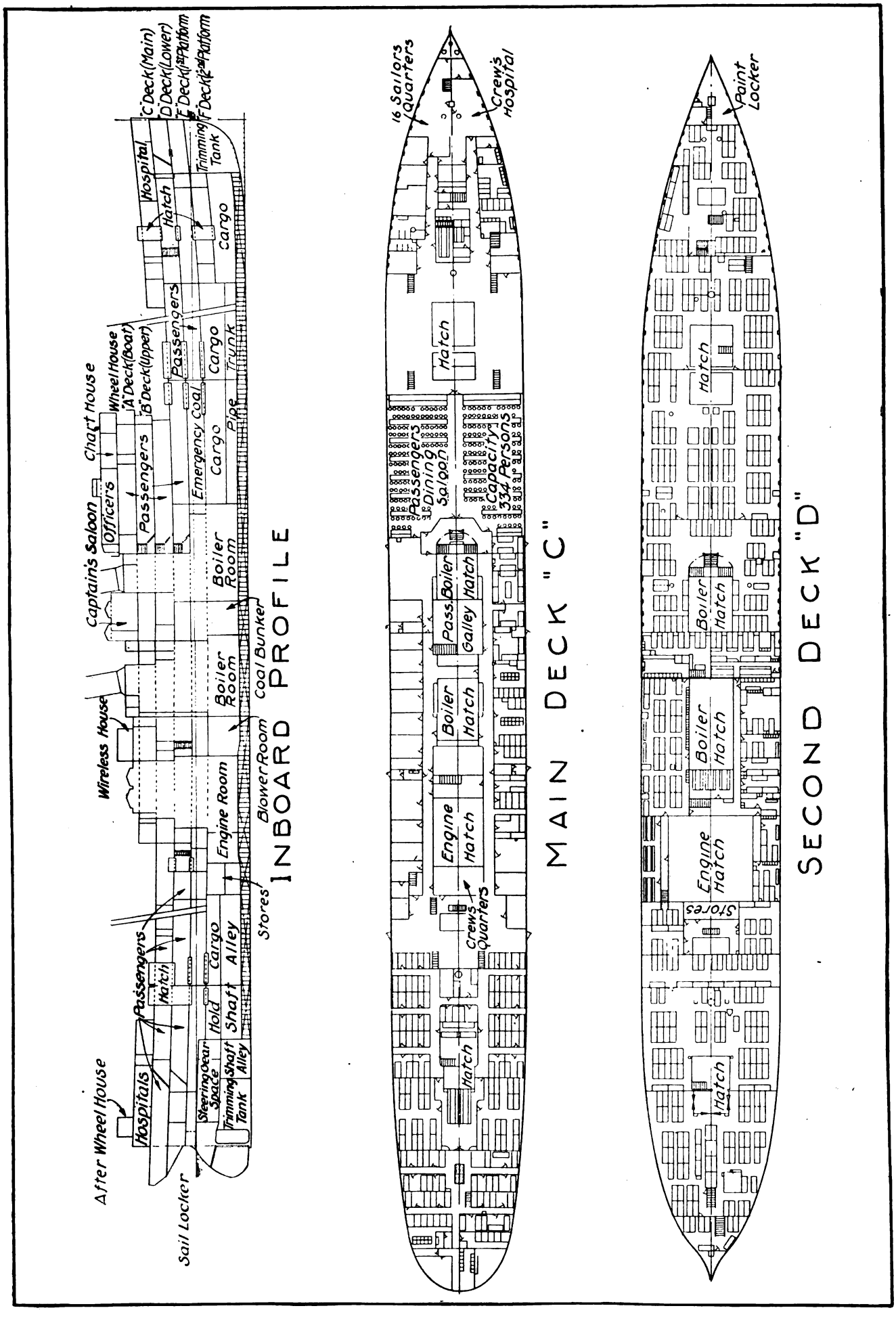

INBOARD PROFILE AND DECK PLANS OF RECONSTRUCTED AMERICAN LINER

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and stewardess. The remainder of the deck house is given over to steerage passengers' use, containing four and six berths each. Between the two boiler casings will be found the captain's dining saloon, which will be used by the main officers of the ship. The wireless house and the staterooms for the wireless operators are also on this deck, being abaft the afterboiler hatch.

On the upper deck forward, will be found the upper dining saloon, with a capacity of 140 persons. This room is finished in paneled oak, On the after-end of this deck will be found the women's sitting room, which is also done in paneled oak, and is finished with built-in upholstered seats and portable furniture.

There is an emergency light set, situated in the steel house on this deck, which consists of a 17-kilowatt gasoline-driven generator. This is connected to the emergency light set, as well as the wireless apparatus, no batteries being used. On the main deck, forward, will be found the crew's quarters, hospital, etc. The lower dining room with a sitting capacity of 334 persons is finished in paneled oak on the sides and paneled overhead.

On the after-well deck, will be found a barroom on the starboard side; and a dispensary on the port side. These are fitted in the most up-to-date manner. The passengers on this deck are all carried in staterooms.

On the second deck will be found the steerage passengers in the large holds. These berths are all so arranged that cargo may be carried in this space if desired.

To provide lifeboat capacity for a large number of persons carried required considerable thought as there is such a small space available for this equipment; it was finally decided to install 14 sets of Welin davits on each side of the vessel, these davits taking care of the following boats:

One 24-foot standard Welin lifeboat, one 24-person standard Welin lifeboat, two 26-foot standard Welin lifeboats, ten 28-foot standard Welin lifeboats, fourteen 28-foot Broady type lifeboats. These provide for 1613 persons. In addition to the above there are also fitted two, 25 persons each, cylindrical life rafts, taking care of a total of 1663 persons, which includes 1452 passengers and 211 crew. The vessel has draft of 26 feet 10 inches, and a displacement of 14,180 tons. A double bottom ballast will carry 988 tons of salt water. The receiving feed tanks in double bottom, will carry 234 tons of fresh water. The ship's fresh water tanks contain 285 tons of fresh water. The coal bunker capacity is 3701 tons, measured at 42 cubic feet per ton. The vessel is driven by twin screws, each engine being of the following dimensions: 24.8 x 36.31 x 51.67 x 74.8 x 55.1 inches. Each engine develops 4000 indicated horsepower at 86 revolutions.

There are two double-ended boilers and three single-ended of the Scotch type fitted with Morrison furnaces. The double-ended boilers are 16 feet 3 inches, outside diameter, 19 feet in length. The two single-ended boilers are 16 feet 3 inches outside diameter and 11 feet 6 inches long, and one single-ended boiler 15 feet 3 inches outside diameter and 11 feet 6 inches long. There are 27 furnaces. The grate surface for the single-ended boilers is 72.32 square feet and 146 square feet for each of the double-ended boilers. These boilers are supplied with the Howden forced draft system and worked at a pressure of 213 pounds.

The propeller is of the built-up type, cast iron hub, and four bronze blades.

The ship is equipped with 11 winches; three 7¾ x 11⅞ inches; six 8 x 13⅞ inches; two 8½ x 7⅞ inches; the latter two being used as boat winches. The windlass has 10-inch cylinders and 14-inch stroke.

The vessel throughout the steerage quarters is fitted with a forced ventilation system with a number of fans directly connected to ducts that exhaust to the atmosphere.

Condensed Reviews of Latest Books

The *Life of Admiral Mahan*, by Charles Carlisle Taylor; 359 pages, 5½ by 8½ inches; cloth; published by the George H. Doran Co., for sale by MARINE REVIEW, $6 net.

This work is unusual since it is an appreciation by an Englishman of the work done by an American in the realm of naval operations where the British for years have held such a high position. Mr. Taylor was British vice-consul at New York but he confesses an abounding admiration for the successful struggle carried on by Admiral Mahan in winning the distinction of being the greatest naval philosopher.

The biographer has endeavored to reveal the true character of the admiral who has been described as "the greatest writer America has yet produced." He shows the interplay of circumstances which developed and molded his character into the finished form which enabled Admiral Mahan to attain the position where his opinions govern the naval thought of the world. Admiral Mahan's theories on sea power were tested during the world war and in contradistinction to most other antebellum philosopher, he emerged an even greater figure than before the test was applied.

This biography groups for the first time into compact form the substance of the contributions made by Admiral Mahan to naval thought. The record is faithfully portrayed showing the influences which guided his great mental powers. It enables the reader quickly to acquire an insight into the principal opinions which the admiral has contributed to naval literature. The book reveals also the active part taken by Admiral Mahan not only in the national and international life of the United States but traces the great influence exercised by his work on the naval policies of other countries, particularly England and Germany.

The book has a timely value now that the whole subject of naval power is being reconsidered. Statesmen everywhere are endeavoring to settle upon a policy which in this country ranges from disarmament at one end to the building up of the world's greatest fleet at the other end. Admiral Mahan's opinions having passed triumphantly through the test of war, deserve renewed study and thought at this time. The present book offers a convenient means for learning his opinions through a study of his life.

Hot Bulb Oil Engines: By Walter Pollock; 400 pages, 5 x 8 inches; profusely illustrated; published by the D. Van Nostrand Co.; for sale by MARINE REVIEW, $10.00 postage paid.

In this book, the author has gone further than a mere treatise on heavy oil engines operating on the hot bulb principle; he has gathered together a wealth of data having to do not only with the engines themselves, but with methods of installation and even the boats in which these engines have been supplied as the motive power. The result is a complete study, in abridged form, of practically the entire field of hot bulb engine practice.

An interesting feature of the book is the chapter which treats of the

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various engines and their peculiarities. In this, many power plants, which to most persons are but names, are minutely described and the peculiarities distinguishing them brought out in such a way that each is found to typify some particular phase or phases of hot-bulb engine practice or design.

Another detail of internal cumbustion engineering comparatively little understood is the analysis of indicator cards, taken in much the same manner as those from steam engines. Pressure, cooling, temperatures and timing may be read from these, this book shows, as readily as those from steam plants.

The real technique of hot bulb engines lies, of course, in their design; and this phase is thoroughly covered by Dr. Pollock. The various parts, as to dimensions, shape and the best suited metals for particular uses, are described and illustrated. A study of lubricating and fuel oils, also, forms a part of this technical study of engines and their operation.

A chapter on auxiliaries, also, forms an interesting phase of the subject not generally touched upon by writers on the subject.

Ocean Steamship Traffic Management: By Grover G. Huebner; 275 pages; 5½ x 9 inches; numerous charts; published by D. Appleton & Co.; for sale by MARINE REVIEW, $3 postpaid.

This book is the first of a series designed to make a complete treatise to be used as an aid in training inexperienced help in the shipping business.

It is an outgrowth of a timely suggestion by the federal board for vocational education urging the need for training in shipping subjects, and was written by Professor Huebner, who is professor of transportation at the University of Pennsylvania, under the direction of Dr. Emory R. Johnson, representing the shipping board, and Dr. R. S. MacElwee, formerly of the federal board for vocational education, now of the department of commerce. This book, as well as the others of the series, is aimed to provide text books for instruction in shipping. In this volume there is represented in a systematic order the principles, practices and forms of the shipping business.

For convenience, the book is divided into three sections: the first dealing with organization and function of the various services contingent upon ocean shipping; the second part covers shipping documents of all kinds required by private parties and by the United States and foreign governments; the third part has to do with ocean freights and regulation and contains chapters on ocean freight classifications, tariffs, rate making and regulation by the several governments.

In short, it contains the elements of a complete education in the subject of ship management.

Modern Marine Engineering; Part 1, The Fire Room; by Harry G. Cisin, marine and mechanical engineer; 205 pages, 4¼ x 7¼ inches; 68 illustrations; flexible cover; published by the D. Van Nostrand Co., and for sale by MARINE REVIEW for $3 net.

Presented day practice in marine engineering is reflected in this handy volume. Intended primarily as a text for schools and colleges, the work has been adapted to the needs of the practical man who desires by broadening his knowledge to advance in his profession.

Fundamentals are presented offering the man who is preparing for an engineer's license, an intensive course. Licensed engineer officers will find the work of value as recent data in concise form are included.

This volume is devoted primarily to the fireroom and presents detailed discussion of marine boiler construction. Sections are given also on boiler room auxiliaries, boiler corrosion, fuels and combustion. In the final chapters general theory including definitions, calculations, steam tables, etc., are presented.

The book is based on the marine engineering course given during the war by the United States Navy Steam Engineering school at the Stevens institute, Hoboken, N. J. First hand studies were made at boiler factories to obtain data on marine boiler construction. The illustrations were prepared by the author while at these factories or while on shipboard.

Jane's Fighting Ships, 1920; an encyclopedia of the navies of the world, edited by Maurice Prendergast and Oscar Parkes; 720 pages, 8 x 12½ inches; cloth; published by Sampson Low, Marston & Co., Ltd.; for sale by MARINE REVIEW for $10 net.

This publication has now reached its twenty-third year, testifying forcibly to the need for this kind of work and to the thorough manner in which this particular encyclopedia has met that need. The new edition has been considerably enlarged and has been completely revised to include the changes brought about by the war, in the direct losses of fighting ships, in the disposition of German, Austrian, Turkish and Bulgarian tonnage, in the distribution of Russian tonnage among the different factions and also the dropping from the naval lists of obsolete vessels.

The book contains 579 pages devoted to the naval establishments of the world. The work is so indexed as to permit instant reference to any navy or to any warship. The principal docks, navy yards and stations are shown in maps and silhouettes are given of the various classes of warships in each navy. Every type of vessel is shown both in drawings and photographs together with descriptions of the armament and machinery.

Nautical Tables: By Lieut. Harold Bunker; 425 pages 6 x 9 inches; special type; published by Imray, Laurie, Norie & Wilson, Ltd.; for sale by the MARINE REVIEW, $6.00 postpaid.

This book, by a lieutenant of the United States naval reserve force and instructor during the war at the naval training station at Pelham Bay, N. Y., throws new light on the solution of problems of ship navigation.

It is declared to be the first to explain that all problems may be quickly solved by altitude—azimuth tables and to explain clearly methods of procedure for time sights, compass errors, exmeridian observations and St. Hilaire sights.

These tables, which of course are the backbone of the book, are presented for the first time, it is claimed, side by side, so either value may be taken at once. As natural numbers are employed, instead of logarithms, great saving of time is effected, as well as a great reduction in the likelihood of errors in making hurried calculations.

Necessary supplementary tables for correcting observed altitudes, differences of latitude and departure and meridional parts are contained in this book; so nothing else is required to solve the navigational problems but the nautical almanac, issued yearly by the government. The method of solving the various problems by the shortcut way made possible by these tables is fully explained in the text of the book. These have been tested at sea and have been found to be accurate and expeditious.

Certain of the correctional tables are arranged to unfold from the front and back of the book, so many problems may be solved with a single opening of the book. This has the added advantage of making detection of errors in calculations more likely than where many tables have to be entered to take out various values.

Ocean Shipping: By Robert Edwards Annin; 425 pages, 5½ x 8 inches; illustrated; published by the Century Co.; for sale by MARINE REVIEW, $3 postpaid.

This book deals directly with the fundamentals of ship management and operation. It is a practical guide based upon the experience of the author, rather than a discussion of theoretical propositions having to do with matters of shipping. Practically every phase of the actual problem of shipping is touched upon; these include freights, labor problems,

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officering and manning of ships, selection of ships for specific purposes, fueling, handling cargo aboard ship and on dock, foreign exchange, insurance and chartering.

For more than 30 years, the author has been engaged successfully in ship management and operation. A fund of valuable suggestions for the solution of managerial problems, as well as detailed instruction as to procedure in commoner cases, is contained in his book. The language is simple and direct and free from the many obscure terms and phrases with which the business of shipping abounds. Legal phases of the questions are stated, rather than discussed, in order to broaden the scope of the book, while keeping it to one volume of reasonable size.

The appendix is an unusually valuable part of this book for the reason it contains copies of the more important documents used by the shipper in both import and export trades.

A History of the Transport Service: By Vice Admiral Albert Gleaves, U. S. N.; 385 pages, 5½ x 8½ inches; liberally illustrated; published by George H. Doran Co.; for sale by MARINE REVIEW, $6 postpaid.

One of the most interesting pages in the history of our participation in the world war is that of the part played by the convoy service of the navy in getting the troops across. This fascinating story is told by Admiral Gleaves, the man in charge. He brings to his work first hand knowledge of the entire problem and, as well, official inside information which, up to this time, has remained virtually a secret in the archives of the navy department. Many incidents hinted at and vaguely rumored during the period of hostilities, are told in detail in the admiral's book.

The historic "first convoy," whose fate Admiral Gleaves says "was in the hands of the gods," is described in detail. The passage of this makeshift armada through the war zone, despite attempts at torpedoing by submarines, and the surprise arising from the unexpected arrival at St. Nazaire are graphically told. Subsequent sinkings of transports, some of which were in the first convoy, and of numerous narrow escapes from mines and torpedoes, are narrated in this book, many of them in the words of commanding officers and survivors.

A memorandum addressed by the German admiralty to the emperor forms an interesting sidelight on the stirring events told of in Admiral Gleaves' book. This captured document is reproduced in full. It promises a speedy end of the war as a result of unrestricted warfare. Entry of the United States into the struggle is forecast; but no serious consequences are expected, owing to supposed inability of the United States to transport troops through the zones of submarine activity.

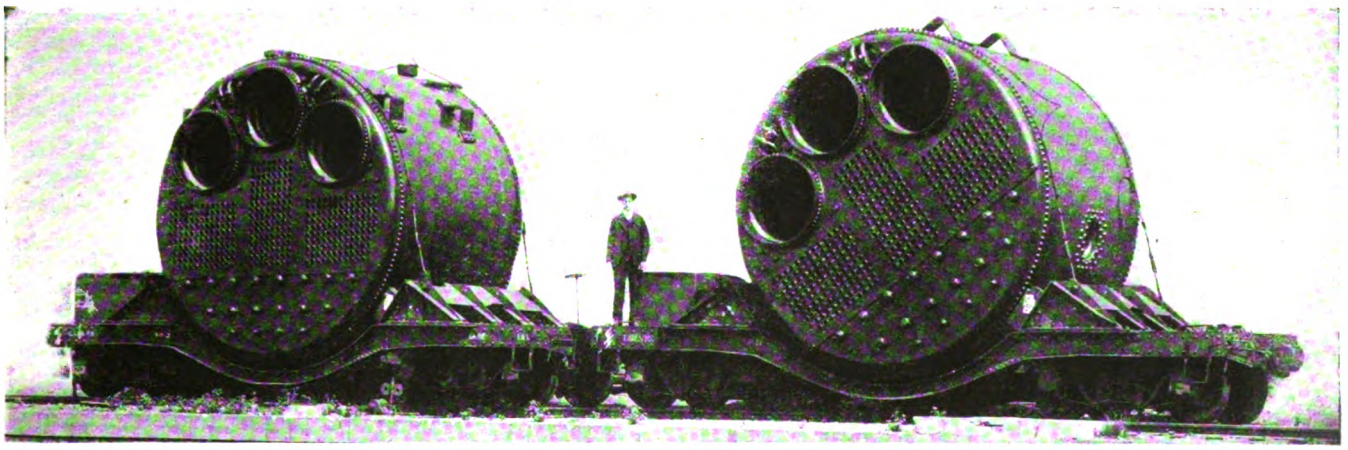
Employe Training, by John Van Liew Morris, Ph. D.; cloth; 311 pages, 5½ x 8 inches; published by the McGraw-Hill Book Co., and for sale by MARINE REVIEW, price, $2, postpaid.

This book presents the results of a thorough study of educational and training departments in various large American corporations. The study was undertaken to determine to what extent the manufacturing industry can be relied on safely to train its own workers. With the immense development of manufacturing in America during recent years, industrial executives have been more and more concerned over the fact that apprenticeship had practically broken down and high specialization was producing a dearth of the old-time mechanics for maintenance work and as a reserve force from which foremen are recruited. As the author states, two solutions of the problem were proposed, one, the revival of apprenticeship, the other, the establishment of vocational schools. The investigation undertaken by him was mainly into the programs and organizations being utilized in carrying out the first solution namely, employe training, which has of late expanded into a much more comprehensive program than that of apprenticeship alone.

In the first section of the book are comprehensive programs for apprenticeship and special training, including the details of programs in the electrical manufacturing, shipyard, rubber and automobile industries and various large firms among which are those of the Bethlehem and Submarine Boat yards. Programs which emphasize apprenticeship, the specific plans of a number of machine tool builders and other manufacturers are set forth. Next are given the programs emphasizing special training, programs of primarily technical instruction and general instruction for employe improvement.

In a clear manner the features of many plans worked out by the leading industrial corporations are presented by the author, with the assistance of those in charge of administering such plans.

Employs Special Equipment for Long Distance Delivery of Big Boilers



IN ORDER to make possible the rapid delivery of its large Scotch marine boilers at distant points, John Brennan & Co., boilermakers, Detroit, have purchased the special well type cars shown above. The shipment illustrated is one recently delivered to shipyards in Delaware and Florida. The company's traffic department has worked for many months in obtaining clearances from the different railroads for such shipments. The firm has been able through this means to extend its market from the lake yards in its vicinity to plants on salt water. On the Florida shipment, the boilers were taken 1315 miles in 10 days. After they had reached the main line, the boilers covered 1255 miles in six days, an averages of 209.2 miles. The shipments served to demonstrate the soundness of the company's policy in providing special equipment for rapid long distance delivery. These well type cars are kept ready for immediate use.

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Anna R. Heidritter	Feb. 5	Disabled	Charleston	Lost sails
Auguszta Fohercaegno	Feb. 17	Grounded	Off Leghorn	Leaking
Aowa	Feb. 20	Heavy weather	Off Fenwick Island	Waterlogged Out of control
Ariceen	Feb. 11	Collision	At sea	Slight
Asquith	Feb. 20	Heavy weather	At sea	Lost sails, steerer trouble
Angiel Marshall	Feb. 21	Grounded	Off Lovells Island	Not stated
Alaskan	Feb. 21	Grounded	Asuncion Island	Bottom damage
Argo	Feb. 23	Heavy weather	At sea	Cargo shifted
Albyn	Mar. 4	Missing	At sea	Not known
Almora	Feb. 23	Disabled	At sea	Not stated
Abangarez	Mar. 2	Collision	New Orleans	Not known
Benoni	Feb. 7	Disabled	St. Michaels	Condenser trouble
Bombardier	Feb. 9	Abandoned	At sea	Total loss
Bristol City	Feb. 11	Short fuel	At sea	Not serious
Braddock	Feb. 11	Disabled	Fayal	Damaged tanks
Balcatta	Feb. 11	Disabled	Talcuhano	Not stated
Baltic	Feb. 16	Disabled	St. Michaels	Boilers leaking
Bacchus	Feb. 19	Heavy weather	At sea	Heavy
Bonnie Brook	Feb. 16	Collision	Flushing	Not stated
Bethlehem Bridge	Feb. 12	Disabled	Falmouth	Mach. trouble
Basaan	Feb. 7	Grounded	St. Pierre	Total loss
Bremerton	Feb. 19	Disabled	Dover	Windlass trouble
Bidwell	Mar. 2	Collision	New Orleans	Not stated
Benowa	Feb. 28	Disabled	San Francisco	Engine trouble
Comanche	Feb. 1	Disabled	New York	Broken air pump rod
Cento	Jan. 31	Abandoned	At sea	Total loss
Cliffwood	Feb. 16	Collision	River Mass	Heavy
City of Fort Worth	Feb. 14	Disabled	At sea	Not stated
Creole State	Feb. 10	Disabled	Honolulu	High pressure cylinder trouble
Chas. G. Endicott	Feb. 9	Explosion	Off Cape Maysi	Total loss
Cold Harbor	Feb. 19	Grounded	Off Steeplechase	Not stated
County of Richmond	Feb. 18	Capsized	At sea	Total loss
Claudia M.	Feb. 16	Grounded	Off Melenara	Leaking
Calderon	Feb. 8	Collision	At sea	Not stated
Chittagong	Feb. 7	Collision	Port Said	Slight
Chas. W. Baird	Feb. 20	Collision	New York	Not stated
City of Rockland	Feb. 19	Foundered	East Boston	Total loss
Clarence Trahan	Mar. 6	Grounded	Halls Island	Not stated
Calimeris	Feb. 26	Disabled	Halifax	Engine trouble
Chicomico	Feb. 28	Disabled	Honolulu	Boiler trouble
Cambridge	Feb. 28	Disabled	At sea	Boiler and mach. trouble
C. D. Bryant	Feb. 22	Disabled	Panama	Leaky
Delmira	Feb. 17	Fire	Off Key West	Total loss
Delisle	Feb. 3	Grounded	Off Cross Rip	None
Delco	Feb. 20	Fast in ice field	Off Halifax	Not stated
Eugenia Owen Mackay	Feb. 9	Disabled	Barcelona	Not stated
Elizabeth Fearn	Feb. 12	Grounded	St. Johns	Total loss
Erdely	Feb. 11	Struck breakwater	Venice	Leaking
Eemdijk	Feb. 9	Grounded	Astoria	None
East Chicago	Mar. 1	Fire	Baltimore	Heavy
Epitacio Pessona	Feb. 26	Disabled	Gothenburg	Mach. trouble
Fort Pitt Bridge	Feb. 1	Disabled	New York	Engine trouble
Federal Bridge	Feb. 21	Disabled	At sea	Lost blades
Fresno	Feb. 6	Bunkers afire	Barcelona	Heavy
Geroge W. Truitt, Jr.	Feb. 6	Grounded	Cape Lookout Shoals	Lost deckload, leaking
Greystoke Castle	Jan. 17	Heavy weather	At sea	Hatch cover stove in.
Gdansk	Feb. 17	Heavy weather	At sea	Not stated
Grelarlie	Feb. 22	Disabled	At sea	Lost blades
General Horne	Mar. 4	Missing	At sea	Not known
Hico	Feb. 11	Disabled	At sea	Lost blades
Haleric	Feb. 11	Bunkers afire	Suez	Slight
Hewitt	Feb. 11	Missing	At sea	Not known
Huanchaco	Feb. 4	Grounded	Off Cuxhaven	Not stated
Hahira	Feb. 17	Disabled	Baltimore	Cracked shaft
Horace E. Monroe	Feb. 17	Abandoned	At sea	Total loss
Henry Wilson	Feb. 19	Disabled	Honolulu	Leaky
Haverford	Feb. 1	Struck breakwater	Cape Cod Canal	Sank
Hannington Court	Feb. 19	Heavy weather	At sea	Damaged steered and deck fittings.
Idler	Jan. 31	Disabled	Southampton	Broke air pump
Indiana Bridge	Feb. 8	Disabled	St. Michaels	Lost blades
Iocasti	Feb. 8	Afire	At sea	Abandoned
Indier	Feb. 7	Collision	Southampton	Not stated
Immacolata	Feb. 23	Heavy weather	At sea	Water in holds
Independent Bridge	Mar. 2	Disabled	Gibraltar	Boiler trouble
Ioanna	Feb. 22	Struck mine	At sea	Sank
Jean L. Somerville	Feb. 28	Disabled	Gibraltar	Sails damaged
Kazembe	Feb. 11	Cargo afire	London	Not stated
Kossuth Ferenez	Feb. 4	Fire	Algeciras	Not stated
Kenwood	Feb. 20	Heavy weather	At sea	Sails torn Leaking
Kentucky	Feb. 21	Collision	Shanghai	Not stated
Lake Elmwood	Feb. 3	Grounded	K. Wilhelm canal	Not stated
Lake Geneva	Feb. 9	Disabled	New York	Steerer trouble None
Lake Capens	Feb. 14	Slid off dock	Mobile	
Lycoming	Feb. 14 Feb. 19	Disabled Disabled	Bermuda At sea	Boiler trouble Lost blade
Lingan	Feb. 10	Disabled	Halifax	Propeller trouble
Leon L. No. 1	Feb. 12	Disabled	Algiers	Rudder and motor damaged
Luella Nickerson	Mar. 6	Grounded	Off Waquoit Breakwater	Not stated
Luther Little	Mar. 3	Grounded	Off Reedy Island	Not stated
Mohaje	Feb. 3	Disabled	Ferrol	Collision
Mexpet	Feb. 2	Disabled	North River	Broke shaft
Moorish Prince	Feb. 5	Collision	Off Clifton	None
Momus	Feb. 5	Collision	Off Clifton	None
Manhattan	Feb. 5	Collision	Battery pier	Not stated
Maria Julia	Feb. 11	Fire	Havana	Heavy
Marion Grace	Feb. 12	Grounded	Miquelon Island	None
Manoa	Feb. 17	Disabled	Fayal	Propeller shaft damaged
Masca	Feb. 16	Short fuel, Disabled	Halifax	Mach. trouble
Musconetcong	Feb. 18	Fire	Sandwich	Total loss
Maroudio Inglessi	Feb. 17	Grounded	Off Burling Island	Total loss
Martha Parsons	Feb. 18	Disabled	Barbados	Leaking, lost sails
Margus	Feb. 13	Damaged propeller	At sea	Not serious
Marjorie McGlashen	Feb. 12	Grounded	Malaga	Breaking up
Madeleine Constance	Feb. 14	Disabled	Off Cape Race	Leaking
Minister Cruchago	Feb. 8	Collision	At sea	Port bow leaking
Monviso	Feb. 12	Fire	Bordeaux	Slight
Mandu	Feb. 18	Fire	Marseilles	Heavy
Modica	Feb. 21	Disabled	St. Michaels	Not stated
Mariette	Feb. 28	Foundered	At sea	Not stated
Morioka Maru	Feb. 22	Disabled	Algiers	Cylinder damaged
Nissequoque	Feb. 11	Disabled	Wilmington	Not stated
Najade	Feb. 16	Collision	Flushing	Lost anchor and chain
Naushon	Feb. 18	Disabled	Boca Grande	Boiler trouble
Navarchos Koundouriotis	Feb. 20	Fire	Saloniki	Heavy
Nonantum	Mar. 6	Disabled	Norfolk	Not stated
Naamhok	Mar. 5	Collision	Rotterdam	Bows damaged
Ontario	Feb. 14	Fire	Philadelphia	Slight
Oskawa	Feb. 12	Short fuel	Hamburg	None
Oyaka	Feb. 21	Disabled	Off Fire Island	Mach. trouble
Ozaukee	Feb. 21	Disabled	St. Michaels	Boiler trouble
Philadelphia	Feb. 2	Collision	Off Delaware Capes	Not stated
Parnahyba	Feb. 8	Grounded	Off New Jersey coast	Not stated
Panama Transport	Feb. 10	Grounded	Off Zarate	Not stated
Princess Beatrice	Feb. 10	Grounded	Cheap Island	Leaking
Poleric	Feb. 14	Fire	St. Michaels	Cargo damaged
Puget Sound	Feb. 17	Disabled	Gibraltar	Damaged piston rings
Panola	Feb. 19	Disabled	Horta	Boiler trouble

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Pasadena	Feb. 14	Disabled	Charleston	Engine trouble
Pachet	Feb. 20	Disabled	Queenstown	Boiler trouble
Port Lobos	Feb. 1	Collision	New York	Bowsstove
Princess Matoika	Feb. 26	Struck iceberg	Cape Race	Steerer damaged
Patagonier	Feb. 26	Heavy weather	At sea	Deck damaged
Persier	Mar. 2	Heavy weather	At sea	Deck damaged
President Coaker	Mar. 3	Heavy weather	At sea	Deck damaged, leaking
Relief	Feb. 18	Disabled	At sea	Steerer trouble
Roberto Ginori	Feb. 17	Grounded	Venice	Not stated
Robin	Feb. 21	Disabled	Off Cape Hatteras	Engine trouble
Rutherford	Feb. 21	Broke from tow	Off Providencetown	Grounded
Roald Jarl	Mar. 4	Struck ice	St. Johns	Bow damaged
Rodskjaer	Mar. 2	Disabled	Hamburg	Mach. trouble
Santa Clara	Feb. 2	Grounded	Tinicum Island	Not stated
Submarine L1	Feb. 2	Collision	Off Delaware Capes	Not stated
Smyrni	Feb. 2	Abandoned	At sea	Total loss
Seattle Maru	Feb. 9	Grounded	Yokohama	Not stated
Sparkling Glance	Feb. 12	Foundered	At sea	Total loss
Sinasta	Feb. 16	Disabled	Honolulu	Engine trouble
Santa Flavia	Feb. 4	Grounded	Off Pimental	Slight
Sao Vincente	Feb. 16	Grounded	New Bedford	Not stated
San Francisco	Feb. 15	Fire	Brooklyn	Not stated
Santa Isabel	Feb. 18	Grounded	Lovells Island	Not stated
Schuykill Bridge	Feb. 7	Collision	Southampton	Not stated
Snowdon	Feb. 19	Heavy weather	At sea	Sails torn
Songvand	Feb. 21	Fire	Off Brooklyn	Not known
Steel Inventor	Feb. 28	Collision	Off Panama	Slight
San Pablo	Mar. 4	Fire	New York	Slight
Thessalia	Feb. 14	Disabled	Off Falmouth	Not stated
Tonesit	Feb. 16	Grounded	Malmo	Not stated
Triumph	Feb. 18	Grounded	Off Blankanese	Not stated
Tuckanuck	Feb. 13	Disabled	New York	Engine trouble
Tuckahoe	Feb. 21	Broke from tow	Off Providencetown	Grounded
Tyndareus	Mar. 4	Cargo afire	Yokohama	Not stated
Tipperary	Mar. 4	Struck floe	Cape Race	Crushed
Urd	Feb. 20	Collision	New York	Not stated
Victorieux	Feb. 2	Abandoned	At sea	Total loss
Valley Forge	Feb. 21	Heavy weather	Off Providencetown	Lost tow
Western Belle	Feb. 4	Disabled	Bizerta	Broke blades
Winifredian	Feb. 11	Hurricane	At sea	Heavy
Wauwatosa	Feb. 12	Disabled	At sea	Mach. trouble
Westford	Feb. 9	Grounded	Turtle Reef	Not stated
West Cape	Feb. 14	Collision	Horta	Damaged bows
Wm. Bisbee	Feb. 21	Grounded	Off Scituate	Not stated
West Ison	Feb. 21	Collision	Shanghai	Heavy
West Arrow	Feb. 12	Struck quay	Bremen	Slight
Woolsey	Feb. 28	Collision	Off Panama	Sank
Waxahachie	Feb. 23	Disabled	Antwerp	Lost blade
Wm. Mitchell	Feb. 23	Short supplies	Barbados	None
Wakulla	Mar. 4	Disabled	Boston	Turbine trouble
Yomarchichi	Mar. 1	Disabled	At sea	Not stated

Marine Business Statistics Condensed

Seattle Traffic

In January, departures ran well over December, being above the average for 1920. Arrivals, however, continued to sag being below any month last year with the exception of January and February. The tonnage both in arrivals and departures excels that for January, 1920. The record of traffic at the port of Seattle and in the Washington customs district, including months for which figures are now available, is shown on page 188.

New York Traffic

February overseas traffic through the port of New York reflected the tie-up movement in the shipping industry. But the clearances indicate business equal to that prevailing during last spring. The clearances were smaller than the entrances. While the entrances were smaller than for January, this figure did not show such a marked decline as was indicated during the first month of the year.

Cargoes have been notably light, but there has been an indication of a stiffening in the demand and steamship companies are inclined to the belief that they have just about reached the bottom of the depression. Any improvement from now on will be slow. The figures indicate that 50 ships were left in the port of New York during February by the slump in traffic.

BOSTON PORT TRAFFIC

(Offshore Trade Only)

—Entered— No. ships	Net tonnage	Month	—Cleared— No. ships	Net tonnage
Foreign Registry				
23	68,344	February, 1920	8	19,227
24	86,755	March	15	39,079
38	111,719	April	21	43,726
31	60,204	May	28	34,472
58	109,204	June	44	49,906
62	113,337	July	56	53,820
85	122,019	August	59	55,394
64	107,212	September	52	49,801
50	97,841	October	41	56,652
50	97,044	November	34	57,121
38	88,103	December	39	76,796
41	68,870	January, 1921	33	65,735
44	136,219	February	31	65,173
American Registry				
23	55,878	February, 1920	16	36,296
36	84,031	March	21	48,438
46	68,777	April	47	74,498
54	64,466	May	53	52,964
62	88,932	June	44	74,688
49	99,617	July	31	70,879
48	113,687	August	24	69,249
35	103,284	September	23	73,244
32	84,187	October	21	59,355
29	96,389	November	18	49,991
28	90,553	December	12	51,643
31	106,182	January, 1921	17	60,169
30	124,283	February	15	54,674

Boston Traffic

Entrances increased largely in February over the preceding month, the tonnage of foreign ships entered jumping from 68,870 to 136,219 tons and of American vessels from 106,182 to 124,283 tons. Clearances held practically at the January level. Bunker fuel supplied to steamers in foreign trade at Boston during February included 4828 tons of coal for $60,000 and 59,510 barrels of oil for $137,996.

To Handle N. Y. Freight

The automatic-electric system planned for New York with terminals back from the waterfront, will release the present railroad pier stations for steamship service and the Marginal way for supporting warehouses, will eliminate the present congestion of trucks on West street and the Marginal way, and will place well distributed union terminals much nearer the shippers and consignees, greatly reducing congestion.

During 1918, it is estimated, a total of 8,500,000 tons of freight were handled to and from Manhattan stations, and the cost of this under the pres-

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Marine Business Statistics Condensed

NEW YORK PORT TRAFFIC
(Exclusive of Domestic)

—Entrances— No. ships	Net tonnage	Month	—Clearances— No. ships	Net tonnage
377	1,174,913	Feb., 1920	330	1,054,269
440	1,322,013	March	410	1,369,829
431	1,302,177	April	386	1,243,000
444	1,343,052	May	390	1,258,996
508	1,545,144	June	436	1,364,297
510	1,627,721	July	462	1,518,406
537	1,634,719	August	499	1,649,416
506	1,728,266	September	493	1,574,228
526	1,763,904	October	514	1,719,103
495	1,741,786	November	482	1,691,683
516	1,732,485	December	518	1,802,929
455	1,437,725	Jan., 1921	414	1,433,564
424	1,407,133	February	374	1,315,556

PORTLAND, ME., PORT TRAFFIC
(Exclusive of Domestic)

—Entrances— No. ships	Net tonnage	Month	—Clearances— No. ships	Net tonnage
18	60,928	February, 1920	15	49,012
15	53,757	March	19	68,864
17	46,003	April	24	69,688
25	44,634	May	17	30,537
29	45,670	June	12	34,886
19	27,314	July	9	9,022
31	42,464	August	14	8,626
14	29,993	September	5	12,661
15	22,240	October	13	19,862
37	61,804	November	16	23,282
36	96,281	December	31	107,567
34	93,933	January, 1921	28	86,559
20	66,422	February	21	73,581

SAVANNAH PORT TRAFFIC
(Exclusive of Domestic)

—Entrances— No. ships	Net tonnage	Month	—Clearances— No. ships	Net tonnage
32	76,959	February, 1920	27	70,674
30	62,502	March	28	66,752
21	37,913	April	22	49,475
16	29,270	May	17	36,425
20	41,844	June	21	39,280
16	29,561	July	14	23,679
15	22,562	August	16	31,695
21	43,316	September	21	46,881
22	35,837	October	33	55,632
32	61,216	November	18	28,108
22	45,085	December	26	36,110
11	21,591	January, 1921	20	38,179
9	14,493	February	15	32,475

MOBILE PORT TRAFFIC
(Exclusive of Domestic)

—Entrances— No. ships	Net tonnage	Month	—Clearances— No. ships	Net tonnage
71	78,105	January, 1920	61	74,772
63	78,053	February	65	82,528
77	108,877	March	66	95,084
73	98,167	April	74	104,886
64	105,233	May	79	109,204
72	100,886	June	65	92,090
74	117,421	July	68	101,845
77	118,308	August	71	127,201
55	102,589	September	60	111,595
64	98,107	October	81	128,540
73	91,814	November	54	74,252
97	147,575	December	74	122,293
860*	1,245,135	Total for year	818	1,224,290
68	94,273	January, 1921	63	78,109
58	105,040	February	47	89,647

*The large difference in number of vessels that entered and cleared is due to the number of vessels that are laid up.

PHILADELPHIA PORT TRAFFIC
(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

—Entrances— No. ships	Net tonnage	Month	—Clearances— No. ships	Net tonnage
76	205,350	February, 1920	71	261,123
106	260,185	March	71	192,279
100	236,487	April	98	266,795
129	316,246	May	126	315,997
121	286,061	June	79	196,787
104	250,104	July	93	272,913
153	377,695	August	156	438,230
144	385,676	September	153	467,357
119	328,074	October	165	465,800
126	338,562	November	123	350,385
116	340,133	December	112	235,821
84	250,233	January, 1921	68	217,281
104	285,369	February	75	221,402

SAN FRANCISCO PORT TRAFFIC
(Inclusive of Domestic)

—Entrances— No. vessels	Net tonnage	Month	—Clearances— No. vessels	Net tonnage
387	504,433	January, 1920	409	581,081
383	556,270	February	388	579,256
386	554,707	March	383	556,551
415	569,051	April	437	578,213
418	579,914	May	438	622,608
396	587,499	June	383	601,054
2385	3,351,874	Total 6 months	2438	3,518,763
393	589,656	July	411	660,377
427	653,372	August	401	604,069
399	549,468	September	391	566,048
431	641,970	October	421	639,323
393	640,474	November	399	633,274
388	606,666	December	359	561,188
2431	3,681,606	Total 6 months	2382	3,664,279
4816	7,033,480	Total for year	4820	7,183,042
356	585,689	January, 1921	330	566,201
305	594,636	February	297	548,103

KEY WEST PORT TRAFFIC
(Exclusive of Domestic)

—Entrances— No. ships	Net tonnage	Month	—Clearances— No. ships	Net tonnage
101	97,060	January, 1920	101	95,793
81	87,331	February	79	86,085
101	106,012	March	96	97,905
89	83,637	April	91	86,048
98	85,982	May	99	84,600
94	85,776	June	95	84,583
90	83,862	July	89	83,374
98	91,442	August	102	87,420
97	87,017	September	95	89,030
84	92,944	October	79	80,681
103	90,374	November	98	82,126
121	102,611	December	121	97,733
128	146,679	January, 1921	127	142,474
124	118,950	February	120	119,241

SEATTLE PORT TRAFFIC

Deep sea arrivals No. ships	Net tonnage	Month	Deep sea departures No. ships	Net tonnage
220	284,587	Jan., 1920	237	320,212
220	302,158	February	236	306,467
290	341,705	March	299	325,164
328	331,921	April	348	334,540
376	328,594	May	392	324,932
353	332,666	June	433	346,849
417	441,626	July	461	444,607
438	371,148	August	393	368,327
422	380,582	September	323	345,535
359	347,412	October	314	366,669
256	348,452	November	228	337,890
205	323,744	December	186	302,051
131	312,072	Jan., 1921	134	344,877

WASHINGTON CUSTOMS DISTRICT

	—Entrances— No.	Tonnage	—Clearances— No.	Tonnage
Jan.—American...	61	87,385	196	128,962
Foreign....	185	155,268	187	151,865
	346	242,653	383	280,827
Feb.—American...	147	88,528	173	98,347
Foreign....	183	188,174	176	168,526
	330	276,702	349	266,873
Mar.—American...	185	118,794	174	107,134
Foreign....	161	183,884	155	175,560
	346	302,678	329	282,694
Apr.—American...	177	127,786	174	91,676
Foreign....	183	188,174	176	168,526
	356	280,959	342	243,328
May—American...	228	107,183	272	107,444
Foreign....	188	184,458	194	181,910
	416	291,641	466	289,354
June—American..	264	135,420	238	93,617
Foreign....	190	162,171	194	174,772
	454	297,591	432	268,389
July—American..	272	105,814	304	122,723
Foreign....	220	170,907	219	193,378
	492	276,721	523	316,101
Aug.—American..	292	117,200	292	125,510
Foreign....	203	171,451	199	185,025
	495	288,651	491	310,535
Sept.—American..	229	101,048	239	116,189
Foreign....	209	189,138	216	185,007
	438	290,186	455	301,196
Oct.—American..	230	89,031	217	105,152
Foreign....	182	167,350	187	198,588
	412	256,381	404	303,740
Nov.—American..	185	110,559	159	110,923
—Foreign....	167	157,571	175	172,054
	352	268,130	334	282,977
Dec.—American..	147	104,850	137	120,363
—Foreign....	155	174,222	153	175,966
	302	279,072	290	296,329

FOREIGN IMPORTS, EXPORTS AND TONNAGE
Passing Through Washington Customs District

1920	Imports	Exports	Total	Entered Tons	Cleared Tons	Total Tons
January	$29,964,055	$15,883,758	$45,847,813	242,653	280,827	523,480
February	40,708,726	15,989,197	56,697,923	276,702	266,873	543,575
March	46,392,720	32,780,040	79,172,760	302,678	282,694	585,371
April	32,713,226	25,156,134	57,869,360	280,959	243,328	524,287
May	38,291,480	12,299,371	50,598,851	291,641	289,354	580,993
June	28,549,857	18,392,975	46,942,832	297,591	268,289	465,980
July	20,886,360	16,057,896	36,944,256	276,721	316,101	592,922
August	25,854,981	11,355,885	37,210,866	288,651	310,535	599,186
September	20,486,721	9,256,973	29,743,694	290,186	301,196	591,382
October	11,913,469	12,278,970	24,192,439	256,381	303,740	560,121
November	13,805,575	7,688,029	21,493,604	268,130	282,977	551,107
December	9,335,339	8,645,071	17,980,410	279,072	296,329	575,401

ent system of handling was $19,125,000. With the system proposed, it has been estimated this same service could be given at a cost of approximately $6,375,000. The railroads rendering the terminal service are allowed but 75 cents from the total through rate, whereas the estimated cost is $2.25 a ton. The new system should reduce this cost to one-third, or bring it near the actual terminal allowance allowed the roads. In addition, however, the new system will facilitate the quick handling of freight. While it now takes probably a week to get a car from a Brooklyn pier to its hauling road in New Jersey, this transfer may be effected in a day or so. It has been estimated that the new system will save to the roads something like 2,700,000 car-days a year, and add just that much to the transportation facilities of the country as a whole.

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Marine Business Statistics Condensed

Panama Canal Traffic

Below is a summary of the character and tonnage of cargo passing through the Panama canal in January 1921:

ATLANTIC TO PACIFIC

Commodity	Tons
Coal and coke	110,121
Fuel oil	113,830
Iron and steel	72,424
Refined oils	39,190
Sulphur	13,200
Silver sand	7,044
Cement	5,747
Sugar	4,950
Cotton	4,241
Chalk	1,808
Coffee	1,684
Tobacco	1,332
General and mixed	181,587
Total	557,158

PACIFIC TO ATLANTIC

Nitrate	196,313
Wheat	58,606
Lumber and ties	58,325
Cold storage and food products	50,882
Refined oils	37,939
Barley	23,938
Ores, various	22,046
Copper (metal)	11,353
Wool	12,648
Oats	4,918
Cottonseed oil cake	4,288
Coffee	3,831
Rice	3,770
Flour	3,201
Sugar	21,356
Guano	4,000
Copra	2,600
Cocoanut oil	1,783
General and mixed	98,098
Total	619,895

SUMMARY FOR JANUARY

Number of commercial vessels through canal	279
Registered net tonnage of above, Panama canal measurement	1,094,323
Number of commercial vessels without cargo	31
Registered net tonnage of above, Panama canal measurement	124,102

German Prices High

Figures compiled by the National Shawmut bank, Boston, give the following prices for minerals in Germany:

Commodity	Quantity	Normal price in marks	Dec. 1920 price in marks	Per cent of 1920 price to normal price
Coal	metric ton	18.70	209.40	1,119
Pig iron	metric ton	85.10	1,660.00	1,951
Lead	100 kilos	39.30	575.00	1,463
Zinc, remelted,	100 kilos	47.30	435.00	920
Copper	100 kilos	145.70	2,157.00	1,408
Tin, Banca Straits	100 kilos	416.40	5,700.00	1,369
Oil	100 kilos	27.50	763.00	2,775

Pittsburgh River Traffic

The open weather enabled the river traffic in the Pittsburgh district to start off at a high level for the new year, the aggregate movement in January being 1,800,746 tons. Of the total, 1,546,320 tons was floated on the Monongahela river.

Coal, of course, led the movement in all commodities, comprising 1,574,107 tons of the total. Gravel came next with close to 70,000 tons transported and sand followed close behind. The movement for January in detail shows:

AMOUNT IN SHORT TONS

Commodities	Allegheny	Monongahela	Ohio
Coal	37,120	1,436,777	100,210
Coke	.....	650	.....
Gasoline	1,500	200	1,100
Gravel	51,089	41,800	20,799
Sand	25,618	50,476	10,668
Miscellaneous	100	16,417	4,657
Packet cargo	.....	.....	1,565
Total	115,427	1,546,320	138,999
Grand total			1,800,746

New Shipping Firms

Authorized capitalization of new marine firms incorporated in February was $6,450,000. The number of firms incorporated was 12. The record as compiled by the *Journal of Commerce*, New York, shows a reduction of 50 per cent from January when 24 companies with an indicated investment of $12,650,000 were formed. New incorporations have fallen off sharply, the total of the two months this year being only $19,100,000 against $109,685,000 in the corresponding months of 1920.

Philadelphia Traffic

Overseas traffic at the port of Philadelphia during February showed a material increase over similar traffic during January. This was the most tangible evidence of the recent stiffening in the shipping business. But out of the 104 ships entering during the month, 30 entered in ballast, and out of the 75 which cleared 18 cleared in ballast. The clearances during February were 29 ships short of the entrances. Notwithstanding this, the Philadelphia business was much improved, a condition resulting undoubtedly to the appearance of the bulk movement of grain and flour.

Low Fuel Consumption

Ellerman & Bucknell, English steamship operators, have called attention to the performance of their ship KANDAHAR. She is of 10,750 tons deadweight, equipped with triple expansion engines, having 25½ x 43½ x 76-inch cylinders and 51-inch stroke developing 3200 indicated horsepower at a speed of 12 knots. She is fitted with three single end Scotch boilers with forced draft and with fire tube superheaters delivering 200 degrees at the main engine throttle. Performance has shown that the KANDAHAR burns about 42½ tons of coal per 24 hours or about 1.24 pounds of coal per indicated horsepower hour for all purposes.

Mexico Buys Two Ships

The Mexican government's steamship line, the Compania Naviera Mexicana, which operates between Mexican gulf ports and New Orleans, has been so successful that it has purchased two steamers of 2100 tons each in England, to be added to its fleet. The line is seeking to purchase three other steamers of about the same size, according to Arture M. Elias, new consul-general of Mexico at New Orleans, who has just taken charge of his post at the southern port. Mr. Elias is a brother of Gen. Plutarcho Elias-Calles, one of the heads of the recent revolution which overthrew the then President Carranza and now secretary of state and minister of the interior in the cabinet of President Alvaro Obregon.

"Trade between New Orleans and Mexico increased more than 300 per cent between Jan. 1, 1920, and Dec. 31, of the same year," said Consul-General Elias early in February. "Traffic passing to and from Mexican ports through New Orleans in January, 1920, was valued at $1,312,000, while for December, 1920, it had leaped to the astonishing total of $4,437,000. This, I believe, is the greatest increase shown in this trade by any port in the world, though New York is very close to New Orleans. I have no doubt that the New Orleans totals for January will show an increase over the record-breaking figures of December. It is to develop this traffic that I have been sent here and I will devote special attention to this problem.

"The Mexican government, which owns the Compania Naviera Mexicana—the only really successful government-owned and operated steamship line in the world—has nine freight and passenger steamers in service between New Orleans and Mexican ports, and has just purchased two others in England, the SINALOA, and the BAJA CALIFORNIA. It is also negotiating for three more steamers to add to this fleet. The two recently purchased are to be transferred to Mexican registry in the port of New Orleans at an early date. All this fleet has heavy traffic, in fact, every boat is loaded to capacity on each trip, showing the heavy flow of traffic between the two countries. And there is abundant business for the two new boats, with excellent prospects for sufficient increase to occupy all the space on the three which are to be purchased as soon as suitable craft can be found."

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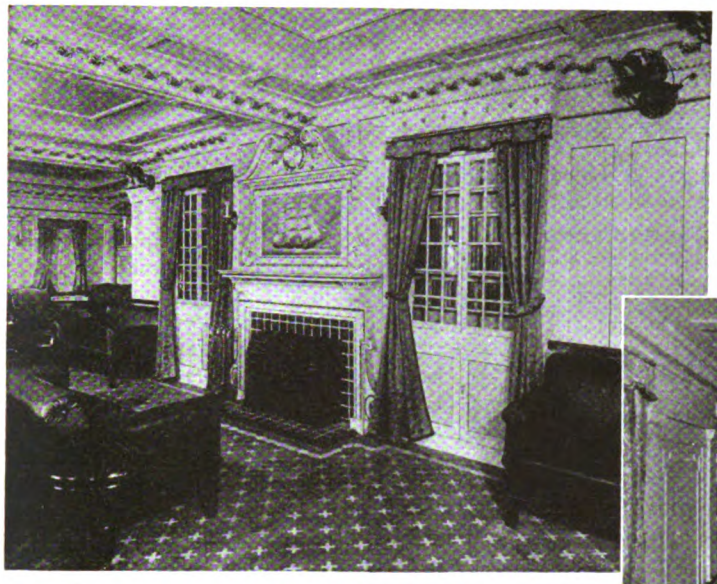
Latest Marine News in Pictures

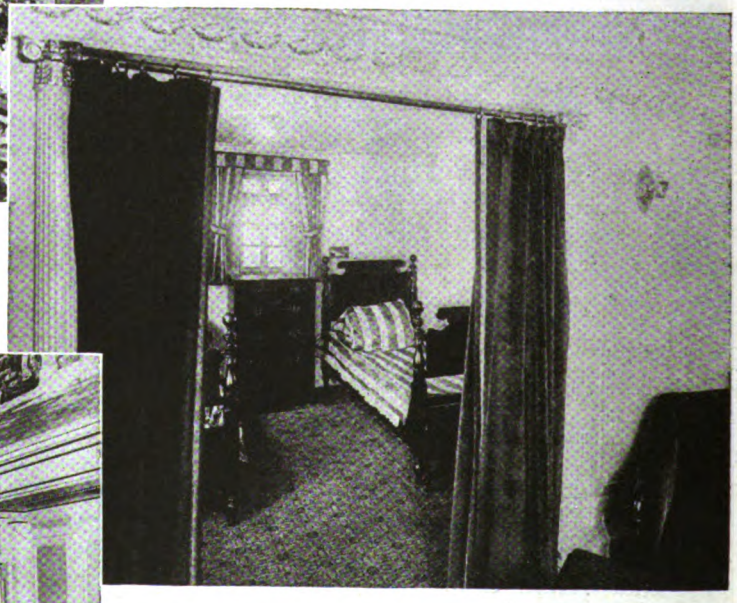
Views on these facing pages reveal the high decorative skill shown in outfitting the new American-built passenger liners



Smoking room on boat deck, looking forward

Writing room on boat deck, looking aft

Tea room on boat deck, looking forward



Bed room in private suite on bridge deck

Main dining room on shelter deck, looking to port

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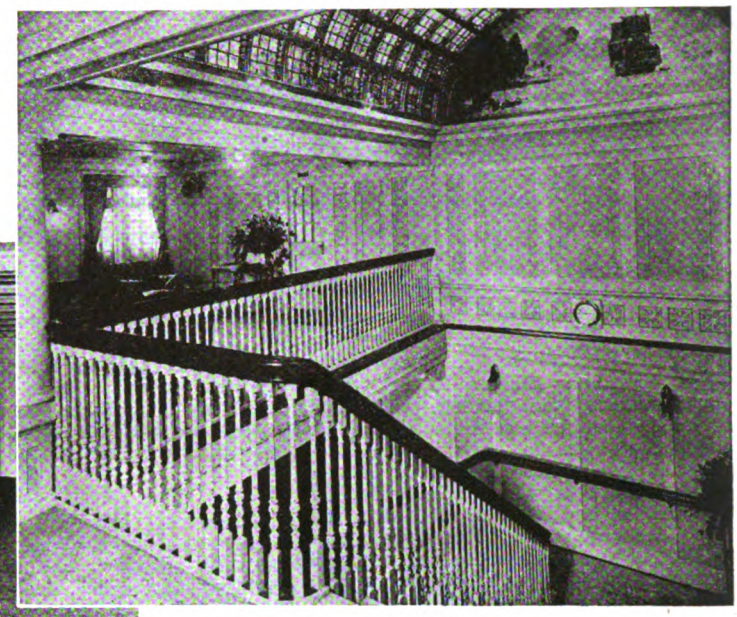
Photographs from Far and Near

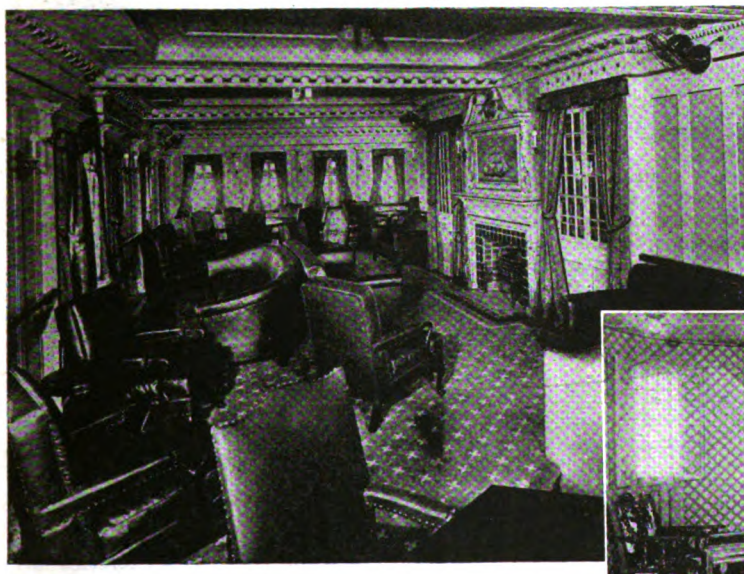
These ten illustrations show interiors on the 535-foot liner Hawkeye State



Boat deck lobby and main stairway, looking forward

Social hall on boat deck, looking to port

Stair hall from shelter deck to entrance lobby



Smoking room on bridge deck, looking to port

Tea room on boat deck, looking to port

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Late Decisions in Maritime Law

Legal Tips For Ship Owners and Officers

Specially Compiled for The Marine Review

By Harry Bowne Skillman

Attorney at Law

WHERE a charter party warranted a steamer to be "tight, staunch and strong, well and sufficiently manned and victualed, and in every respect fit to perform the voyage," the owner was required to furnish to the shipper a vessel seaworthy for the purpose and the cargo which she is to take and carry. The owners, according to the decision in the case of MAUMEE, 260 *Federal Reporter* 862, must furnish a seaworthy and properly equipped vessel for the purpose of the voyage. The same case holds that by "dangers of the sea," is meant those accidents peculiar to navigation that are of an extraordinary nature or arise from irresistible force or overwhelming power, which cannot be guarded against by the ordinary exertions of human skill and prudence.

* * *

The case of J. L. MINER, 260 *Federal Reporter* 901, holds that in navigating a tow the tug is the dominant mind and will, and, insofar as the proper navigating of the tow is concerned, the tug leads and commands and is responsible for her navigation upon condition of the tow's prompt obedience to the directions of the master. The case further holds that a navigating vessel must keep away from one at anchor, and, a vessel at anchor being in a proper place in case of collision, the presumption of fault lies against the vessel in motion; this presumption does not obtain when the anchored vessel was where she should not have been; however, the *prima facie* fault of the anchored vessel may be overcome by competent proof that its anchorage could not have been the sole cause of the collision.

* * *

It was decided in the case of Rohde v. Grant Smith Porter Co., 259 *Federal Reporter* 304, that where a party seeks redress for a maritime tort in an admiralty court, either in rem or in personam, the rights, obligations, and liabilities of the respective parties must be measured by the maritime law as provided by congress, or the general principles thereof, and that the right cannot be barred, enlarged, or taken away by state legislation. In discussing the question, the court said: "The constitution of the United States and the judiciary act give the courts of the United States cognizance of all civil causes of admiralty and maritime jurisdiction, exclusive of the state courts, saving to suitors the right to a common-law remedy, where the common law is competent to give it, and the rights and remedies under the workmen's compensation act of any state. * * * The rights and remedies under the common law and the state compensation acts are not given by the judiciary act; but they are saved by it and are open to the libelant, if he elects to pursue them, but they are not his exclusive remedy."

* * *

"Congress has unquestionably the power to declare what terms common carriers, subject to interstate commerce act, Feb. 4, 1887, and it has done so from time to time. * * * Examination of the statutes does not convince us that congress had any intention to confer upon the commission the right to prescribe the terms of the carriers' bills of lading. * * * In any event, there was no power (in the commission) to prescribe an inland bill of lading in form or substance depriving the carriers of the benefits of the statutes limiting the liability of vessel owners and of Harter act, Feb. 13, 1893. These statutes still survive, unless repealed by implication, and this result we are of opinion was neither intended nor accomplished."—Alaska Steamship Co. v. United States, 259 *Federal Reporter* 713.

* * *

The consignee of a cargo of grain was required to furnish the place of unloading to discharge as speedily as possible after notice of arrival, and to conform to the usage of the port in relation thereto, or suffer damages for delaying the carrying vessel. The rule of law applicable is unlike that applied in case of demurrage, wherein the charter party establishes the rights of the parties, but to exonerate from liability for detention it must be shown that under the circumstances due diligence was exercised to unload the vessel so as not to detain her unreasonably.—Ottawa Transit Co. v. 261,000 Bushels of Wheat, 260 *Federal Reporter* 493.

* * *

Fishing gear delivered to the master of a fishing vessel in January, 1919, to replace gear lost or condemned as unfit for further use, is not chargeable to the vessel, she being at the time, as the seller knew, on the one-fifth lay. In making this holding, in the case of ACUSHLA, 260 *Federal Reporter*, 419, the court referred to the settlement of the fishermen's strike by the Massachusetts Public Safety committee in April, 1917, and said that the settlement provided that new vessels should thereafter furnish their own gear, for which no charge should be made; that the old gear (owned by the masters) should be appraised and paid for by deductions of 10 per cent from the gross stock on each trip, and, when so paid for, should become "free" gear, i. e., the men should not be charged for the use of it; and that replacements of lost or condemned gear (on both old and new vessels) should be paid for from the gross stock of the trip on which the loss or condemnation occurred. This settlement, the court said, was accepted by all parties concerned and is recognized as establishing the custom in the Massachusetts fishing ports. The previously recognized incidents of the one-fifth lay were not changed as to gear, on old vessels at least, by the terms of the settlement, and vessels were not liable for replacements.

* * *

The cases of MAIPO, 259 *Federal Reporter* 367 and CARLO POMA, 259 *Federal Reporter* 369, are authority for the statement that a vessel owned and operated by a foreign sovereign, although engaged in the business of a common carrier, is exempt from seizure on process in rem from an admiralty court of the United States. It was said in the former case that if the Republic of Chile considers it a governmental function to go into the carrying trade, that is the business of the Republic of Chile; and if we do not approve of it, if we do not like it, if we do not wish any longer to accord that respect to the property so engaged, which has hitherto been accorded to government property, then we must say so through diplomatic channels, and not through the judiciary. Otherwise, the judiciary are really contributing to what might become, under conceivable circumstances, a casus belli.

* * *

"When a vessel breaks adrift and collides with another vessel, she renders herself liable to damages for the loss sustained, unless it appears that her breakage away was due to inevitable causes which human agency could not have prevented; the vessel breaking adrift is required to rebut any *prima facie* evidence of negligence by proving that the cause of accident was not preventable by a proper degree of care and maritime skill. * * * When a captain of a vessel has exercised his best judgment and skill, he cannot ordinarily be held liable for damages sustained, although the result may show that his best judgment was erroneous. * * * To sustain the defense of inevitable accident it is not necessary that the highest degree of care and precaution should have been exercised; only reasonable care to avoid dangers fairly to be anticipated is required." ANNA C. MINCH, 260 *Federal Reporter* 522.

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Activities in the Marine Field

Latest News From Ships and Shipyards

New Firm Consolidates Lake Fleets

BY H. C. WITTICH

CONSOLIDATION of the different steamship companies operated by interests affiliated with Oglebay, Norton & Co. and the W. C. Richardson Co., has been made. The new fleet is known as the Columbia Steamship Co. and will operate 11 bulk freighters. This consolidation of interests is being made to facilitate the handling of the big fleet.

John T. Kelly, who succeeded the late Capt. W. C. Richardson as manager of the Richardson vessel interests, continues as fleet manager with the Columbia Steamship Co.

The officers are Crispin Oglebay, president; D. Z. Norton, vice president; R. N. Case, treasurer; Clarence E. Richardson, secretary; John T. Kelly, fleet manager.

The companies included in the consolidation and the boats they operated are as follows: Bristol Transit Co., steamers COLONEL and SENATOR; Castile Transit Co., steamer H. D. GOULDER; Miller Transit Co., steamer L. B. MILLER; Hanna Transit Co., steamer H. M. HANNA, JR.; Hubbard Steamship Co., steamer C. RUSSELL HUBBARD; Montreal Transit Co., steamer WILLIAM LIVINGSTONE; Norton Transit Co., steamer D. Z. NORTON; Ottawa Transit Co., steamer WILLIAM F. STIFEL; Yosemite Transit Co., steamer YOSEMITE; Fort Henry Transit Co., steamer W. C. RICHARDSON.

* * *

The steamer J. L. REISS, formerly the W. K. BIXBY, which was purchased from the National Steamship Co. by the Minnesota Transit Co. last season, has been taken over by the Reiss Steamship Co., Sheboygan, Wis.

* * *

Capt. R. W. England has been appointed marine superintendent of the Interstate Steamship Co., which operates the steamers of the Jones & Laughlin fleet. He is one of the best known masters on the Great Lakes and for some years sailed vessels of the Interstate and Becker fleets. Ships of the Interstate and the Valley Steamship Co. have been operated for some time under the management of W. H. Becker, Cleveland. Captain England has been ashore for several seasons. At the beginning of the war, he was made assistant district manager of the Emergency Fleet corp. in the Great Lakes district, serving with Henry Penton, district manager. In his two and one-half years in this position, Captain England shared a large responsibility in the development of rapid ship construction on the lakes. His work won recognition by his promotion to district manager following Mr. Penton's resignation in December, 1919. The construction program was practically complete by July 1, 1920 when Captain England in turn resigned. His experience includes not only practical navigation but a thorough insight into ship and engine construction.

* * *

Oglebay, Norton & Co., Cleveland, have removed their executive offices to the Hanna building. The company is prominent in the iron ore traffic of the Great Lakes. Offices of affiliated companies also have been removed to the new location. These companies are the Montreal Mining Co., Castile Mining Co., Bristol Mining Co.,

CAPT. R. W. ENGLAND

Fortune Lake Mining Co., Fort Henry Mining Co., Brule Mining Co., and Commonwealth Iron Co.

* * *

The steamer J. B. EADS of the Pittsburgh Steamship Co., Cleveland, was badly damaged recently by a fire in the dunnage room. She is docked at Chicago.

* * *

V. H. Palmer, formerly with the ore and coal exchange in charge of the coal movement on the Great Lakes, is now connected with the Milwaukee Western Fuel Co., C. Reiss Coal Co., and the Great Lakes Coal Mining Co. with headquarters in Cleveland.

* * *

The steamer PUT-IN-BAY, owned by the Ashley & Dustin Steamer line, Detroit, will be recommissioned between Detroit, Put-in-Bay, and Sandusky, on May 30.

* * *

The steamer CHARLES L. HUTCHINSON, formerly the SIR TREVOR DAWSON, and the steamer W. H. BECKER, formerly the ALEXIS W. THOMPSON, are making repairs at the yards of the Buffalo Marine Construction Co., Buffalo.

* * *

Business men of Detroit have been aroused by recent developments in the lake passenger trade and are seeking to secure modification of the LaFollette seamen's act. Attention has been drawn to the operation of this law by the action of the Detroit & Cleveland Navigation Co., and the White Star line in discontinuing passenger services radiating from Detroit. The D. & C. line has announced the discontinuance of its Mackinaw service after 50 years' operation owing to the restrictions imposed by the seamen's act which have made the route unprofitable. The White Star line will discontinue its Toledo run. The Detroit board of commerce has started a campaign to secure modifications of the law in order better to adapt it to lake conditions. A meeting of lake interests has been called at Detroit for April 8 and 9 to formulate plans for an active campaign for this purpose.

* * *

Capt. Kenneth McKenzie of the steamer NIKO was killed by the explosion of a gas lighting machine at Kincardine, Ont., on Feb. 15. He was born at Tiverton, Ont., 50 years ago and sailed lumber carriers for many years.

* * *

Six radio stations will be constructed on the shores of the Great Lakes early in the spring by the navy department. One will be at Eagle Harbor on Lake Superior; another will be at Grand Marais, Mich., on Lake Superior; the third will be at Whitefish Point on Lake Superior; the fourth at Manistique, Mich., on Lake Michigan; the fifth at Detour Point on Lake Huron; and the sixth at Thunder Bay island, on Lake Huron. Later in the season four more stations will be constructed, one at Devils island on Lake Superior, one in the vicinity of Milwaukee, one in the vicinity of Cleveland, and one in the vicinity of Erie, Pa.

* * *

Will Morton, vice president of the lake shipping firm of Graham & Morton, Benton Harbor, Mich., died recently following an attack of heart disease. Mr. Morton and his father, J. S. Morton,

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were pioneers in lake shipping, starting with one freighter and building up a fleet of steel passenger ships for traffic between Chicago and Michigan points.

* * *

The steamer ALVA C. DINKEY, owned by the Pittsburgh Steamship Co., Cleveland, left the drydock at Toledo, O., recently after undergoing one of the largest, if not the most extensive, repair jobs ever undertaken on the lakes. The steamer went ashore at Detour reef, Dec. 1, 1920. After being released she was brought to Toledo and entered the drydock of the Toledo Shipbuilding Co. The work consisted of bottom repairs, internal repairs, and a thorough overhauling, including decking, etc.

Late News From Atlantic Seaboard

A DIRECT service from Boston to Manchester, England, to be maintained by shipping board steamers is the latest acquisition to the business of the port of Boston, according to a recent announcement by Patterson Wylde & Co. The first sailing was scheduled for March 1.

* * *

Through the efforts of the Associated Industries of Massachusetts, a new service from Boston to the gulf ports of Tampico and Vera Cruz, Mexico, has been inaugurated by the J. G. Redshaw Co., Boston. This company has secured the steamer LAKE FESTUS, capacity 4700 tons.

* * *

Rogers & Webb, Boston agents for Moore & McCormack, recently announced the sailing from Boston to Irish ports, of the United States steamer TASHMOO. The steamer will make the ports of Cork, Dublin and Belfast.

* * *

The Royal Mail Steam Packet Co. announces that the first sailing in the new north Atlantic service will be that of the steamship ORBITA, 15,500 gross tons, scheduled to leave New York on May 21. Following the ORBITA, the OROPESA, 14,000 tons, will sail from that port on June 4 and the ORDUNA, a sister ship of the ORBITA, will sail on June 18. The company is one of the oldest of the many British steamship organizations, having been founded in 1839.

* * *

Recent announcement is that a new Boston-Canada line will be inaugurated early in the coming season, maintained by the steamer MANOA, which will run between Montreal, Charlottetown, P. E. I., and St. Johns, N. F. Another proposed service by the steamer KLAMARIMA, is from Boston to Halifax and thence to Charlottetown and St. Johns. The MANOA and KLAMARIMA are each of about 5000 tons gross, with accommodations for about 200 passengers and 4000 tons of freight.

* * *

The passenger and freight service of the Anchor line, to and from Boston, and the ports of Liverpool and Glasgow, has recently been re-established, on its prewar basis.

* * *

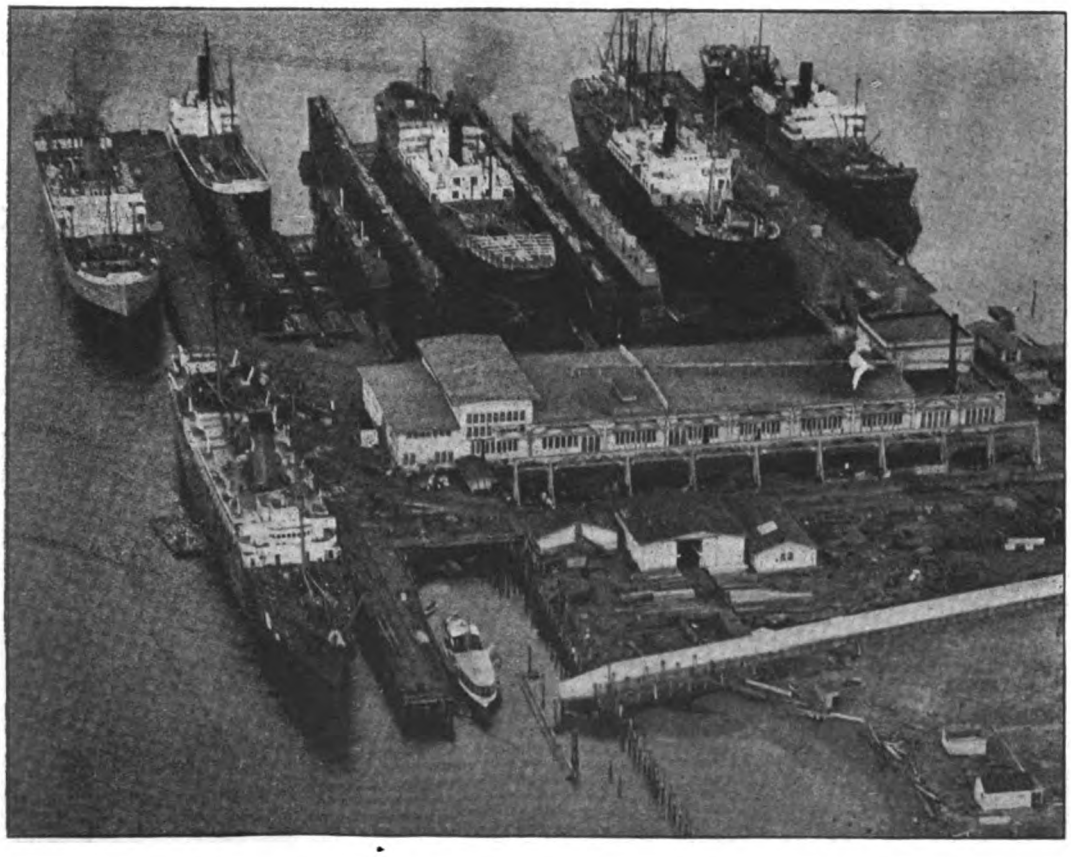
The shipping board steamers, BETHLEHEM and NORTHERN WAVE, recently sold at United States marshal sale at Philadelphia for $10,000 and $26,000, respectively, will not change ownership. Judge Dickinson of the district court, Philadelphia, refused to confirm the sale, and has ordered the coal cargoes in the steamers removed and a resale made. Both were formerly operated by the Inter-Coast Steamship Co., Boston.

* * *

Fully equipped for sea service, the submarine S-14 was recently taken to the Brooklyn navy yard, where she was officially turned over to the United States naval authorities. This latest addition to America's undersea fleet was commanded by Lieut. Commander Lockwood. The S-14 represents the most modern type of submersible fighting craft.

* * *

The submarine, S-48, was launched recently at the Lake Torpedo Boat Co. plant at Bridgeport, Conn. Mrs. James O. Germaine, Norwich, Conn., acted as sponsor. The S-48 is double hulled, constructed to withstand the water pressure at 200 feet submergence, and is especially designed for protection against depth charge shock. Her battery will consist of five 21-inch torpedo tubes, four



This photograph was taken from an airplane and shows the activity prevailing at the repair plant of Todd Dry Docks, Inc., Seattle. A general view of the offices and plant is given, together with the two large and the one small drydock. The vessel in the foreground is the Admiral liner PRESIDENT. In the rear from left to right are the steamship MOBILE CITY, steam schooner FOREST KING, steamships WEST NORRANUS and WEST COYOTE, schooner COLUMBIA (behind the WEST COYOTE) and the steamship WESTWARD HO. All are at the plant for repairs or overhauling. Photo by Webster & Stevens, Seattle, from Boeing airplane piloted by Edward Hubbard

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forward and one aft, and one 4-inch gun. She is 240 feet long and has a displacement of 1000 tons. The vessel will be propelled by two diesel engines, each driving a screw propeller. The engines are rated at 950 brake horsepower each.

* * *

The James McWilliams Blue line, New Haven, Conn., operating a fleet of tugs and barges in Long Island sound, has purchased the Connecticut Transportation Co. property consisting of one tug and 16 barges.

* * *

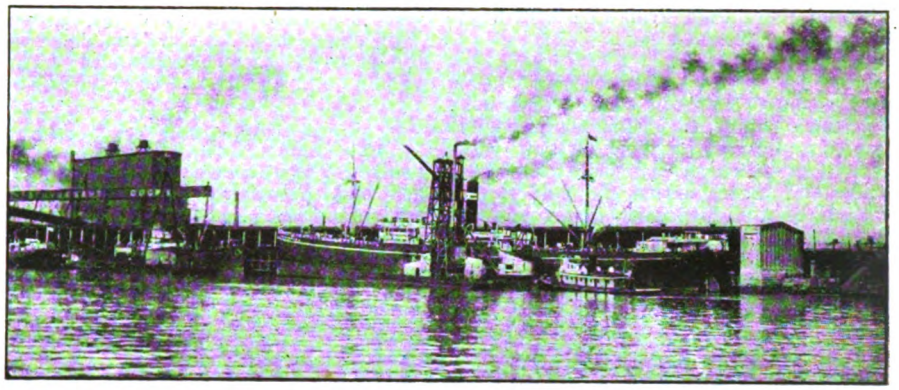
Some interesting facts concerning the management of Commonwealth pier, Boston, were developed as a result of a recent hearing at the Massachusetts capitol. Figures presented by Chairman Cole show that in 1916, the year previous to the pier being taken over by the navy, its earnings were $148,050.33 and cost of operation $229,938.36, showing a loss of $81,789.03. In 1920, the first full year under the present commission, the earnings were $505,544.86, and cost of operation $155,483.41.

* * *

What is said to be a record round trip between Boston and west coast ports was completed recently when the shipping board steamer, YALZA, operated by the North Atlantic & Western Steamship Co., Boston, arrived after covering the long distance and making five ports on the Pacific and three on the Atlantic coast in 77 days.

* * *

The work of widening and deepening the entrance of New London, Conn., harbor, started last spring, is to be completed shortly, according to the local army engineers. The excavation work is being done by the U. S. steamer NAVISINK, one of the largest government sand suckers afloat, and capable of removing 10,000 cubic feet of mud per day. The work provides for an entrance channel of 600 feet, 33 feet deep and about three and one-half feet in width.



JAPANESE VESSELS AT NEW ORLEANS

CELEBES MARU, one of the large ships of the Osaka Shosen Kaisha, coaling at the Stuyvesant docks, New Orleans. This line now has regular sailings between the Louisiana port and the Orient

* * *

A 10 per cent reduction in wages went into effect at the Sparrow's Point, Md., plant of the Bethlehem Shipbuilding Corp. recently. Officials of the company state that 8000 employes are affected.

* * *

The shipping board ocean tug KESHENA, under command of Captain Norwood, will be put out of commission, according to a recent report.

* * *

The New London Ship & Engine Co., Groton, Conn., has made a 10 per cent reduction in wages for short time men and a 20 per cent reduction for long time men. The plant will also go on a 4 to 5-day shift in all departments.

Along the Gulf Coast

THE General Expositions Co., in conjunction with the National Marine League of the United States, announces a national marine exposition, to be held on the Girod dock, at New Orleans, the week of May 2 to 7. This is the fourth national marine exposition, and will consist of displays by shipbuilders, ship operators, marine engineers, ship chandlers, forwarding agents, marine organizations and other interests relating to maritime affairs. Rich G. Hollaman is director of the show and president of the General Expositions Co.

* * *

The rivers and harbors bill, carrying only $15,000,000 of new appropriations, and authority for the expenditure of $47,000 in unexpended balances, was passed by the senate over the protest of southern congressmen, on the night of Feb. 25. This is the bill as framed by the house, and is considered about $30,000,000 below the actual necessities of waterway and harbor improvements during the coming fiscal year.

* * *

The annual convention of the Mississippi Valley association, with delegates promised from 26 states, will be held in New Orleans, the first week in May.

* * *

Locks at the mouths of the New Basin canal and the Bayou St. John where they empty into Lake Pontchartrain, at New Orleans, are planned by the Orleans Levee board, to do away with the costly levees now maintained along the banks of each of these streams. The Louisiana state board of engineers is to be asked to build the locks.

* * *

The United Fruit Co. announces that it will occupy its new 10-story building at St. Charles and Union streets, New Orleans, April 1. The company will use seven floors of the new building and rent three as offices.

* * *

The steamer QUEEN CITY, which made its first trip down the river from Cincinnati to New Orleans, early in February, thus reviving freight and passenger traffic between these two river ports, left the Ohio city March 21, on regular schedule over the same route. She has been refitted to carry 1200 tons of freight and 125 passengers. An office has been opened at 522 Gravier street, New Orleans, with Capt. L. V. Cooley in charge. Freight rates are about 30 per cent under rail rates from Cincinnati to New Orleans.

* * *

The shipping board steamer MARNE, which was burned and sunk while nearing the Panama canal in 1919, has arrived in New Orleans after being raised and rebuilt at Balboa. She is in command of Capt. W. Milligan, who was in charge when she took fire and sunk, and will load general cargo for France.

* * *

The Carson Export & Import Co., a branch of the Carson Petroleum Co., has begun work on one of the largest terminals for handling petroleum products in the United States. The site is on a large tract 16 miles up the river from New Orleans. Two model warehouses, a pump house, boiler house, power house and shops are being erected. Contract has been let for 20 storage tanks to the William Graver Tank Corp., Chicago. The wharfage contract has been let to Nat G. Scott, New Orleans, and the Lamson Co., Boston, will build the conveyors. Contracts so far awarded amount to about $750,000. The plant will pack oil, gasoline and other petroleum products for foreign shipment.

* * *

The interstate commerce committee of the house of representatives recommended in its report of Feb. 23, an appropriation of $132,750 for a lighthouse depot for the eighth district, at New Orleans.

* * *

Plans for the abolishment of the commission system in the sale of ship supplies and in the making of repair contracts were laid at a meeting of officers of the newly formed American Ship Service Corp. and members of the federal trade commission at Galveston on Feb. 22.

* * *

Trade with Central and South America and the West Indies has shown such an improvement in the past 60 days that the United Fruit Co. announced the return to service, March 1, of five members of its fleet which have been "tramping it" during the recent shipping slump. Freight service to Havana, discontinued months ago because of the congestion on the wharves at the Cuban port, has been resumed, according to announcement by Crawford H. Ellis, vice presi-

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dent of the United Fruit Co., with headquarters at New Orleans.

* * *

The fourth 9500-ton steel steamer built by the Doullut & Williams Shipbuilding Co., Inc., at its New Orleans yard, has been taken across Lake Pontchartrain and thence across the gulf to the mouth of the Mississippi river and up that stream to New Orleans for cargo She was christened CITY OF ELWOOD. The other three so far completed are the NEW ORLEANS, POTTER and WICHITA.

* * *

Capt. John Klein, Pittsburgh, who holds a 3-year contract with the Standard and Associated oil companies for bringing iron pipe from the Pennsylvania port to New Orleans for transshipment to the oil fields of Mexico is assembling a fleet of barges for use in freighting the pipe down the Mississippi to shipside at New Orleans. He expects to make delivery of 6000 tons of pipe every 30 days, and has purchased nine barges, six of which have been taken to Pittsburgh by the government towboat NOKOMIS. Freight offered will be carried on the return trip up river.

Activities Along the Pacific Coast

BECAUSE of unfavorable conditions, practically no whaling is to be done in north Pacific waters this season. The various companies state that owing to the low price of oil they can not operate at a profit and for this reason the fleets will remain idle unless the market improves immediately. This decision means much less work than usual for the ship repair plants. Inasmuch as a majority of the salmon canneries in Washington and Alaska will not operate during the coming season a quiet summer is in prospect.

* * *

Todd Dry Dock, Inc., Seattle, have just lifted the Japanese liner MANILA MARU, this being one of the heaviest vessels ever handled on the Seattle docks. The MANILA MARU during her voyage from Yokohama encountered unusually heavy seas which caused her to leak and an underwater survey in dock was necessary.

* * *

After an absence of three years, the 12,000-ton American steamer WALTER A. LUCKENBACH has returned to Puget sound for cargo. This vessel was built there by the old Seattle Construction & Dry Dock Co. for the Luckenbach Steamship Co., being the largest freighter constructed on Puget sound. Before being launched, the vessel was commandeered by the government and she sailed on her maiden voyage under sealed orders. This is her first visit to Puget waters since.

* * *

The American wooden steamer ANYOX, owned by James Griffiths & Sons, Seattle, has been transferred to British registry. This vessel has had an unusually successful career since she was built at the Griffiths yards at Winslow, Wash. She is engaged in freighting ore and copper to and from the Granby plant in British Columbia.

* * *

With the advent of the United States Transport Co. in the intercoastal service, 10 lines are now on this route. The first vessel of this new line is now enroute from New York, Philadelphia and Baltimore. A. M. Gillespie, Inc. has been appointed Washington and Oregon agent. A semimonthly service is announced.

* * *

Unusual interest attaches to the election of Yonejiro Ito as president of the Nippon Yusen Kaisha succeeeding the late Baron Kondo. The new president is widely known along the Pacific coast and especially in Seattle where the Nippon Yusen Kaisha has north Pacific headquarters. President Ito joined the company as a clerk in 1896 and since then has risen rapidly. He served in the company's headquarters in Yokohama and also saw service in Shanghai and London while he has spent some time in Seattle.

* * *

The steamer KURLAND, a 16,000-ton freighter purchased by the Robert Dollar Co. in Great Britain, is to be renamed ROBERT DOLLAR after the venerable head of the firm. Several other large carriers have borne the same name but they have all been sold. The new ROBERT DOLLAR is enroute to the west coast from London.

* * *

Delayed at the Panama canal because of machinery repairs the Norwegian steamer HERMION lost her charter for a cargo of grain, at Portland, Oreg., by a margin of 72 hours. Negotiations are now under way for a recharter.

* * *

On Feb. 24, Portland's new port dredge COLUMBIA was successfully launched. This craft will be used in keeping the channel clear in the vicinity of Portland and will be operated by the port. The tank steamer SWIFTSTAR, also built at Portland, has undergone her trials and has been accepted. The wooden schooner NORTH BEND, built by Kruse & Banks, North Bend, Oreg., has been completed and is now loading lumber at Coos Bay for Callao.

* * *

As the result of a court decision, W. F. Hodges, trustee appointed by creditors when the Prince Rupert Drydock Co., Ltd., went into bankruptcy, will be required to return nearly $100,000 worth of material which he removed from the yards to a private warehouse in Prince Rupert, B. C. This decision is based on a clause in the contract between the company and the department of marine which has been interpreted as a lien embracing not only the two vessels now in process of construction but also the yard's plant and equipment. The ruling is of considerable interest.

* * *

Importers of Oriental products through Pacific gateways have recently begun to divert their shipments over a new route because of the refusal of the railroads east of Chicago to establish import and export rates. Under the new arrangement, cargo received at Seattle by water from the Orient is shipped by rail to gulf ports and thence carried by water to New York or other Atlantic destination. By this plan, it is claimed the shipper is able to deliver his freight in New York for the same amount that it costs to lay it down in Chicago under present tariffs.

* * *

Vessels of the Canadian government mercantile marine will shortly make Seattle a port of call, heretofore only British Columbia ports having been included in the itinerary. The first visitor of this fleet will be the CANADIAN PROSPECTOR which is bringing 4000 tons of wool from Australia for discharge at Seattle.

* * *

The transpacific conference has just cut the rate on wood pulp from north Pacific ports, including British Columbia, to the Orient from $12.50 to $10.

* * *

Establishing an assembling and distributing yard in Baltimore with a capacity of 100,000,000 feet of lumber, the Weyerhauser Forest Products Co. is planning to invade Atlantic coast markets by water. Because of the high freights by rail, the Weyerhauser company, one of the largest manufacturers of lumber in the northwest, intends to ship entirely by water and is planning an active campaign this spring. Heretofore this lumber moved overland.

* * *

All claims of shipyard firms in the northwest Pacific district against the government arising out of canceled contracts have been thrown into the court of claims by a decision of the federal court at Portland. The case was brought by the Astoria Marine Iron Works against the Emergency Fleet corporation in which damages were asked because of cancelled contracts. Judge Wolverton held that as the Fleet corporation is a government agency it can not be sued for damages exceeding $10,000 in local federal courts. Suits filed and in preparation aggregating $3,000,000 are affected by this decision.

* * *

H. H. Hammer, president of the Universal Shipping & Trading Co., Seattle, is working on a plan for pressing some of the government's wooden hulls into service. Mr. Hammer is a strong advocate of converting the Ferris type hulls into sailing vessels as he knows that this plan has already proved a success. In Seattle are more than 40 such hulls and they are said by experts to be admirably suited for conversion into schooners or barkentines. Seattle capital is being interested in the enterprise.

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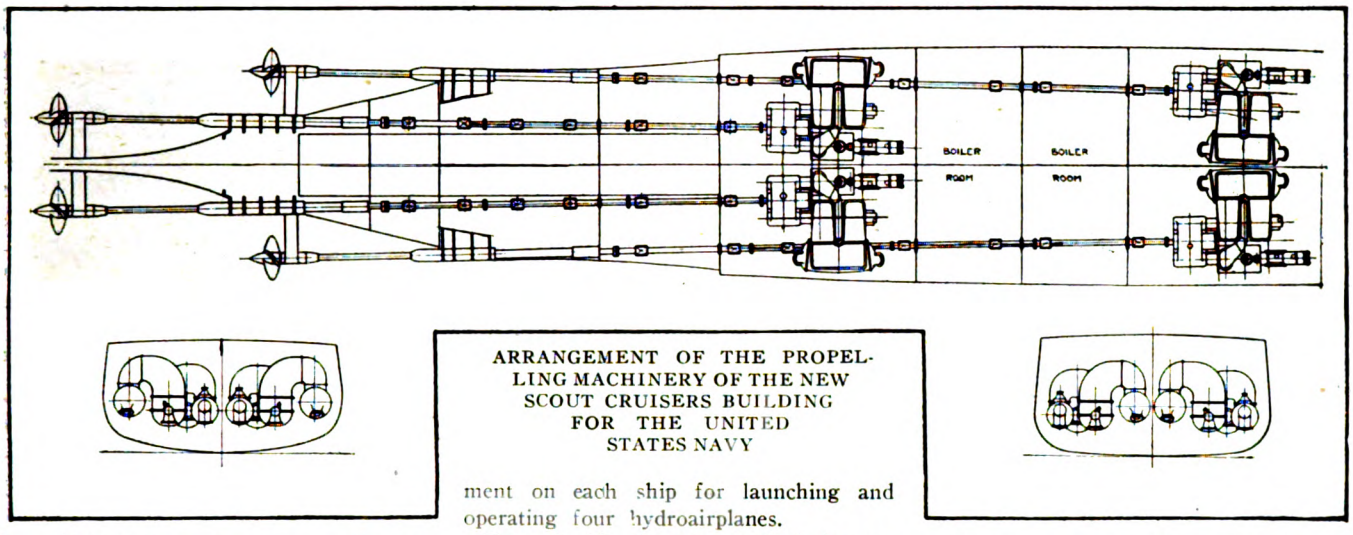
Practical Ideas for the Engineer

Propelling Equipment of New American Scout Cruisers Designed for 35-Knot Speed—Plan to Improve New York Harbor



ARRANGEMENT OF THE PROPELLING MACHINERY OF THE NEW SCOUT CRUISERS BUILDING FOR THE UNITED STATES NAVY

THE light cruisers now under construction for the United States navy will be the most effective scouting vessels built by any nation. They will be swift enough to out-run almost anything afloat; large enough to keep their speed in heavy seas; roomy enough to rush detachments of marines to "trouble spots"; and powerful enough to overwhelm destroyers and other light craft.

These cruisers have a length of 550 feet, beam of 55 feet, displacement of 7100 tons, a maximum speed of 35 knots, and a complement of 330 officers and men. They carry 12 of the new 53-caliber, 6-inch guns, mounted in turrets forward and aft; also they have torpedo tubes and antiaircraft guns. Light but efficient vertical and horizontal armor protects the machinery spaces. A new feature, never before incorporated in any ship of the powerful military type, is the complete equipment on each ship for launching and operating four hydroairplanes.

Ten of this class are called for on the present program; and of these, three—OMAHA, MILWAUKEE, and CINCINNATI—are nearing completion at the yards of the Todd Drydock & Construction Co., Tacoma, Wash.

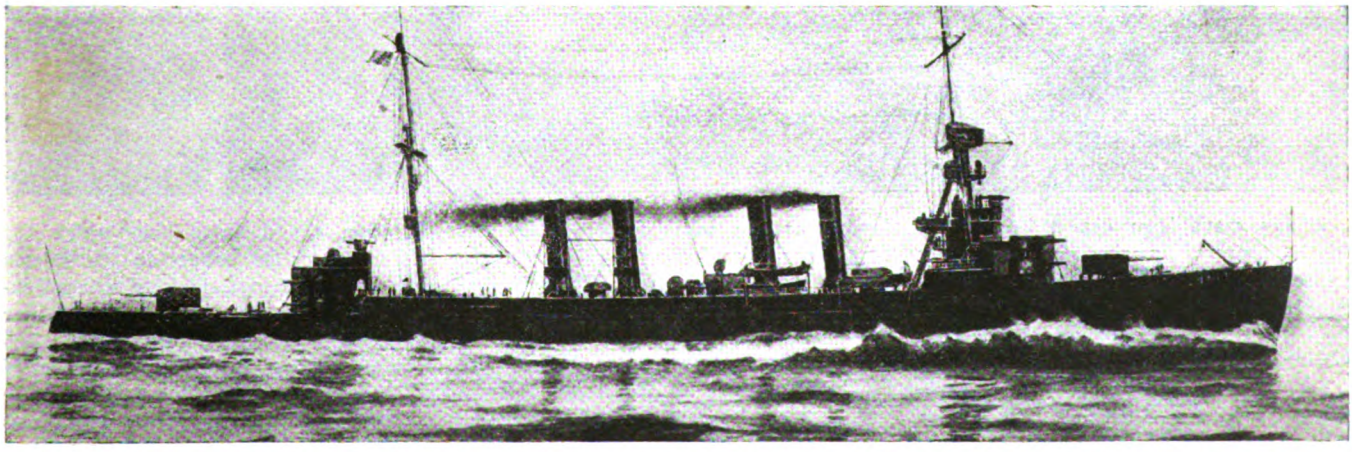
Propelling Machinery

Interesting as these vessels are as naval units, they are perhaps even more so from the standpoint of steam engineering, since each is to be driven by geared turbines having a total capacity of 90,000 horsepower. Each ship has four 22,500 horsepower cross-compound Westinghouse turbines, and each turbine is geared to a propeller.

Each turbine consists of a high pressure and a low pressure element which drive the propeller through a common gear. An astern turbine, is incorporated in each low pressure element. When supplied with the same amount of steam as for full ahead operation, the astern turbines can develop 30 per cent of the full ahead power.

The reduction gears are of the Westinghouse floating-frame type. Each has two pinions, one for the high-pressure and one for the low-pressure rotors, and a single gear wheel connected to the propeller shaft.

The main turbines can propell the ship at speeds ranging from 12 to 35 knots, but as only a relatively small amount of power is needed for low speeds, small auxiliary turbines are used for cruising purposes. There are four of these cruising turbines per ship and each consists of a single-row impulse wheel and can develop 420 horsepower at 6000 revolutions per minute. Each cruising turbine is mounted on an extension of the case of a main high-pressure element and can be coupled to the high-pressure rotor through a gear giving a speed reduction of 6 to 1. Air ejectors and air separators are



FIRST OF THE SCOUT CRUISERS, UNCLE SAM'S NEWEST TYPE OF HIGH SPEED FIGHTING SHIPS

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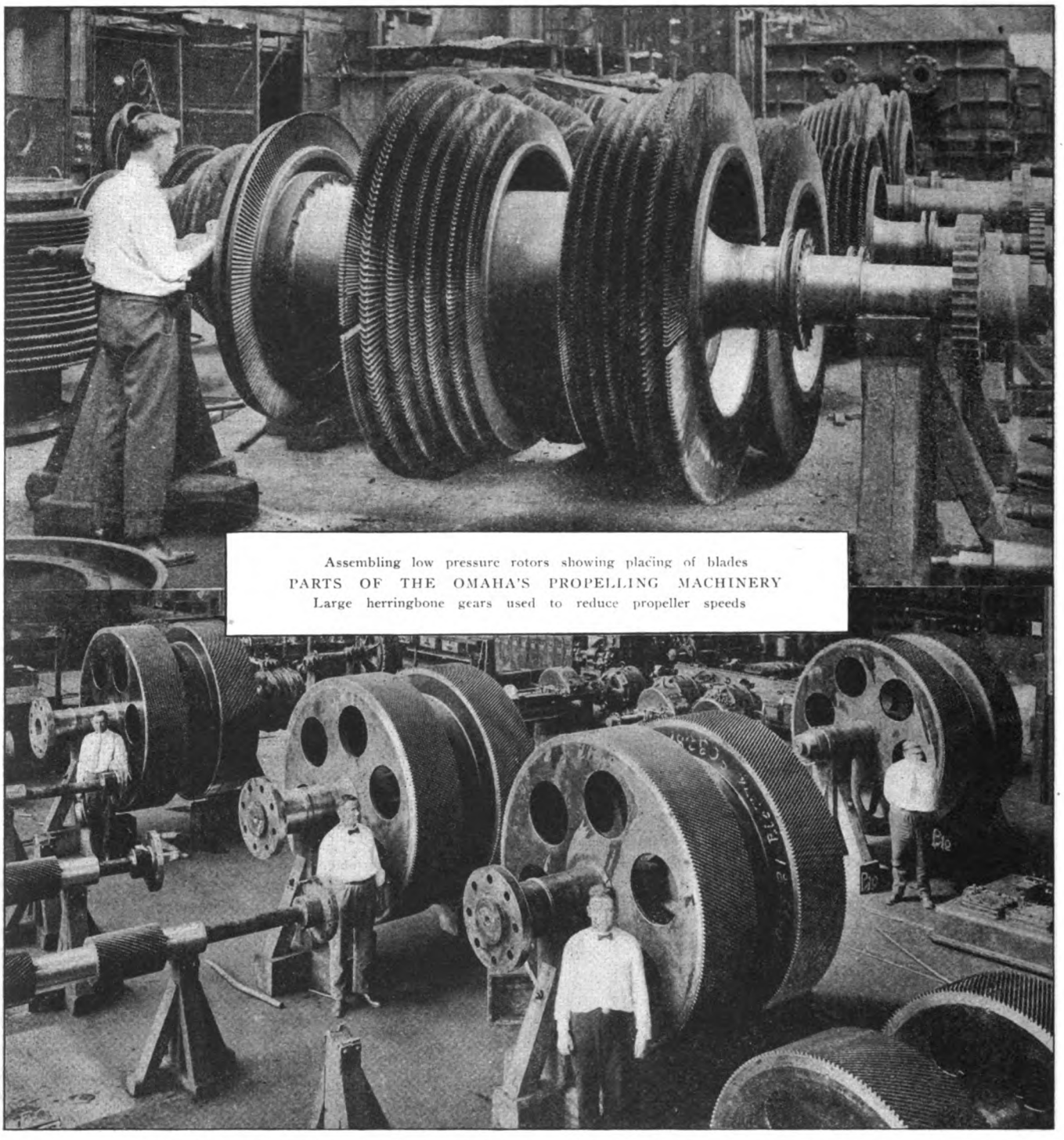
used to maintain vacua of over 29 inches. The condensate is handled by four Westinghouse turbine-driven centrifugal pumps, each with a maximum capacity of 500 pounds of condensate per hour at a head of 65 feet.

To Clean Fish Quickly

To do the work of 60 men and prepare one codfish per minute, the Smith Cannery Machines Co., Seattle, has placed on the market an invention known as the iron splitter which the firm's engineers believe will revolutionize the codfish industry. The new machine dresses cod and other similar fish for salting and smoking. It is made in two models—one for shore stations and the other for use aboard fishing vessels.

The first shipments of this machine, shown in the accompanying illustration, are being sent to Blanc Sablon, Labrador, and the other to St. Johns, N. F. The machines are leased on a royalty basis, rated on the number of pounds of fish handled by each machine.

For several years, the Smith Cannery Machines Co. has been manufacturing the iron chink, a machine which has made wonderful changes in the salmon industry. The iron chink to a large extent has taken the place of the Chinese laborers who for many years performed all the hard manual labor of preparing salmon for the market. The machine cleans, dresses, cuts and places in tins the salmon as they come from the water. In the codfish industry, the



Assembling low pressure rotors showing placing of blades
PARTS OF THE OMAHA'S PROPELLING MACHINERY
Large herringbone gears used to reduce propeller speeds

PLANS HAVE been drawn by a New York firm of marine engineers for using the war-built wooden ships in the Mexican oil trade. These vessels are to be stiffened and strengthened by a combination wood and cement sand lining. The designers believe that two of these wooden vessels, fitted out as barges and handled by a tug can operate economically in the oil trade.

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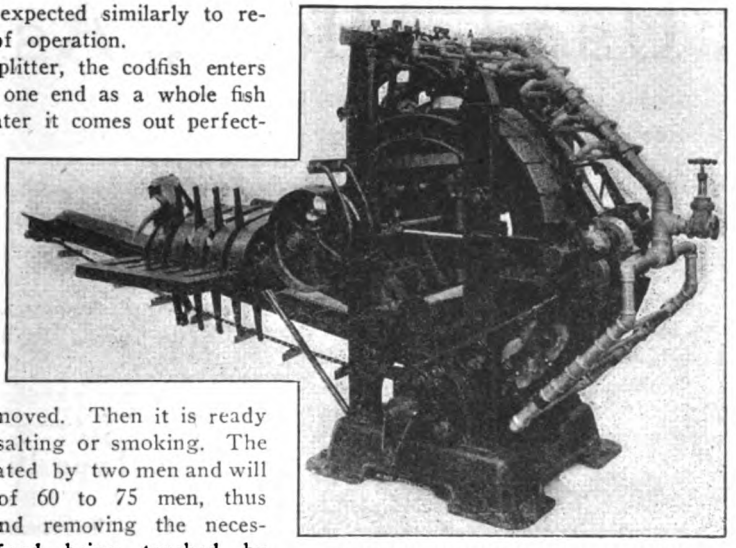
iron splitter is expected similarly to reduce the cost of operation.

In the iron splitter, the codfish enters the machine at one end as a whole fish and a minute later it comes out perfectly dressed with the head and backbone removed, the fish split and thoroughly cleaned and washed, and the black napes removed. Then it is ready for immediate salting or smoking. The machine is operated by two men and will do the work of 60 to 75 men, thus saving labor and removing the necessity of the food being touched by human hands. The company expects to market its machine in Japan, on the north Atlantic and Pacific as well as in northern Europe where codfish are caught. When the company began experimenting with the splitter, it sent E. H. Waugh, its mechanical engineer, to Newfoundland to study the needs of the industry. Upon his return with the necessary data, the new fish cleaning machine was designed and built.



CLEANS CODFISH IN 1 MINUTE

Plan for New York Harbor

State Commission Approves Comprehensive Solution of Metropolitan Freight Problem

PLANS for improving the port of New York by providing freight handling equipment to reduce the time and cost of handling traffic have been submitted by the New York, New Jersey Port and Harbor Development commission. To make these plans a success, the two states must first create a port authority by legislative action and it was for the purpose of hastening action on this point that the physical plan has now been submitted. This plan has been carefully drawn after several years of investigation and the whole carefully estimated by engineers.

In the first place, an automatic railway, running through a system of subways will take freight from the railroads before they enter Manhattan, or the city proper, and transport it to various terminals on the island of Manhattan. This will relieve the harbor waters of the great number of lighters and thus make room for more ocean vessels. The engineering work here involved is something out of the ordinary as the scheme has never before been tried except in London where the postoffice is developing a similar scheme for handling the mails.

In addition, a belt-line system including joint marginal belt lines along most of the navigable waterfronts of the port, will serve steamship terminals or industrial developments; belt lines farther inland, in both New Jersey and New York, will connect the railroads and their yards and provide thoroughfares; and a line will encircle virtually the entire western half of the district, running from Piermont above the Palisades to Bayonne, Staten Island and Perth Amboy, passing west of Paterson and Orange Mountains. Connection between the New York and New Jersey systems is proposed first by car ferry across and ultimately by tunnel under the Upper bay.

Brooklyn and the East river sections of Queens are to be served by the Long Island-New York Connecting railroad from Bay Ridge to Hell Gate, and by marginal lines, not necessarily continuous but reached by float bridges or by spurs from the Bay Ridge-Hell Gate line from which spurs are to run to Jamaica bay and Flushing bay.

Marginal lines are to skirt the Harlem and East rivers in the Bronx from Spuyten Duyvil to Throgs Neck. Other lines are virtually to encircle Staten island. Yonkers and the communities north are to be served by joint car-float stations reached from Piermont.

Existing belt lines are to be improved to serve the Hudson river and Upper bay waterfronts in New Jersey. New lines along both sides of Newark bay and the Hackensack river, the west bank of the Arthur Kill and the north bank of the Raritan river are to serve Newark, Jersey City, Bayonne, Elizabeth, Perth Amboy and other communities.

The plan recommended can be put into operation without interference with the present methods of handling freight at New York and without jeopardizing any capital now invested in terminals properties there. The summary report filed states:

"The commission does not find the port so deficient in cargo-handling machinery as critics charge, nor does it look upon an abundance of machinery as a cureall. It is useless, the commission thinks, to speed up one operation if the other operations cannot keep pace, hence tractors and trailers to move the goods on the pier are held to be as important as cranes to transfer them over the ship's side, and neither are of much value if warehouse space is not at hand to relieve wharf sheds of storage duty."

Under the proposed plan practically every part of the port except Manhattan will have the superior advantage of standard freight rail service without breaking bulk. In Manhattan, the commission finds that a standard railroad is not feasible. It proposes an underground "automatic-electric system," an entirely new form of conveyor railroad which, serving the nine New Jersey trunk lines as well as the New York roads, will carry freight on short trains of special cars moving without locomotives or train operators, and running between terminals in Manhattan and joint yards away from the congestion.

Two stages of the automatic-electric development are proposed. The first, linking the New York Central railroad with the New Jersey railroads through a loop from a joint yard in New Jersey and a spur to the New York Central's Sixtieth street yard. will do away with the surface tracks in Tenth and Eleventh avenues, and provide equal service from each of the 10 railroads at twelve union terminals in lower Manhattan.

The second, bringing the New Haven and Long Island railroads into the system through a second joint yard near Wards and Randalls islands, which the New York Central will also reach by additional tracks along the Harlem river, and providing additional lines and stations in upper Manhattan, will solve the New York Central-Riverside Park problem by making possible the complete removal of the tracks from Sixtieth street yard to Spuyten Duyvil, and will give all parts of Manhattan rail service.

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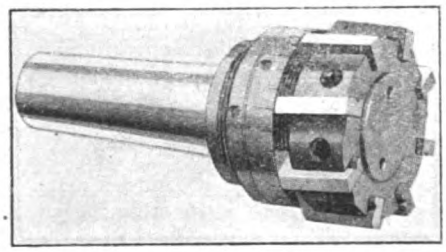
Equipment Used Afloat, Ashore

Reaming Set—Smoke Detector—Bilge Block—Wave Motor —Trimming Press—Spacing Table—Pump Governor

A CYLINDER reaming set embodying some important features has been developed by the Wetmore Reamer Co., Milwaukee. The set consists of three tools; a roughing reamer, a semifinishing reamer and a floating reamer, for producing round, straight and smooth holes.

The roughing reamer is of heavy construction to withstand the initial reaming operation, with adjustable and



IMPROVED FINISHING REAMER

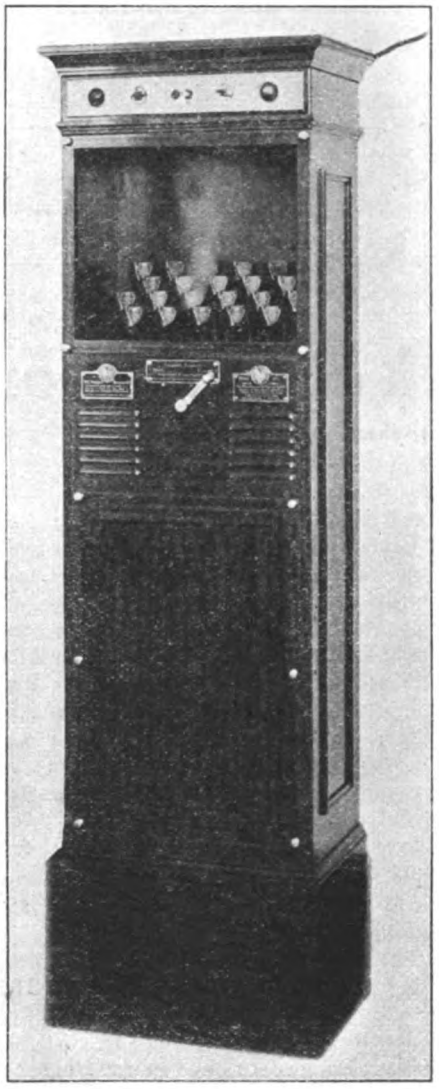
replaceable blades set at a right hand angle.

The semifinished tool has left hand angle blades to eliminate liability of "digging in" and "chattering" and to produce a free, round hole that is not scored when backing out, leaving a proper condition for finishing. A modification of this reamer is designed for line and pilot reaming.

The finishing reamer of the set has a distinct design feature in that the float is in the head of the tool directly under the strain, a feature, which eliminates any tendency to get out of parallel or cramp. The float is an improved type, having rollers, instead of sliding contact, to reduce friction. The float mechanism is protected from dust or grit by a cap covering the front and a washer protecting the back. The blades of this reamer are set at a left hand angle and staggered. Expansion and adjustment to thousandths of an inch are made by means of a graduated micrometer lock nut located at the rear of the blades. Present standard sizes are 2-⅞ to 5-9/16 inches.

Fire Protection Improved

By a recent improvement of the Rich system for fire protection, the faintest trace of smoke in a vessel's hold is made immediately visible to the officer on duty in the wheelhouse by means of lights. The technique of the system is simple. It merely converts the steam smothering lines required on all ships into a detecting system as well as an extinguishing system. The pipes already leading from each hold to the main line in the engine room are continued up to the wheelhouse, where they are all grouped together in a detecting cabinet. By an arrangement of miniature searchlights in the base of this cabinet a beam of light is thrown upward out of the end of



FIRE DETECTING CABINET

each pipe and in full view of anyone in the wheelhouse.

Air or, when a fire starts, smoke is sucked up from each individual hold through these pipe lines by small electric motors placed in the base of this cabinet in the wheelhouse. The first trace of smoke as it comes up through a pipe passes through the stream of light at the end of the pipe and is made strikingly prominent.

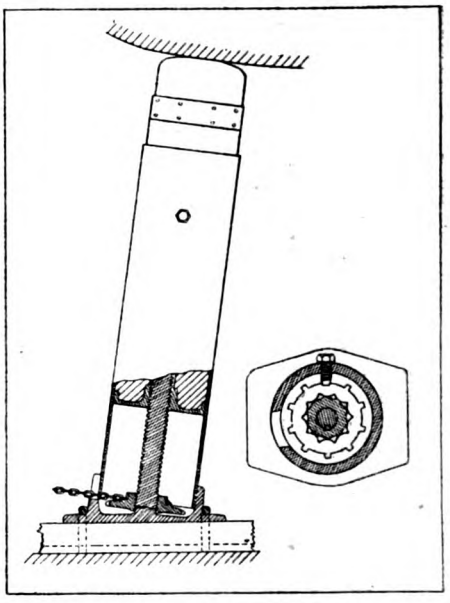
It requires only the faintest smoldering in a hold to produce sufficient smoke to throw that smoke in strong relief, when it passes through the path of the beam of light in the wheelhouse cabinet. Moreover, it requires but a moment to suck the smoke from a lower hold, often the entire length of the ship, upward into the wheelhouse.

New Type Bilge Block

A new type of bilge block has been designed to be operated vertically to contact with the ship's hull, instead of horizontally, thus eliminating the necessity of preliminary adjustment of the blocks to fit the lines of each individual ship. This block, on which patent rights have recently been allowed, was designed to combine ease of operation with inability to apply a dangerous lifting pressure during the positioning of the submerged block and great strength to withstand heavy dead-loads.

In addition to their simplicity of operation, one of the principal economies urged for the use of these blocks lies in the fact that after a ship has been floated and removed from the drydock, the blocks can be retracted at once to their original position, so that the next ship can be docked at once, without the necessity of unwatering the dock to make an entirely new adjustment of the height of the bilge blocks.

Referring to the illustration, it will be seen the block is lifted by the rotation of a large screw, which turns on a pivot bearing. Although heavy



NEW TYPE DOCKING JACK

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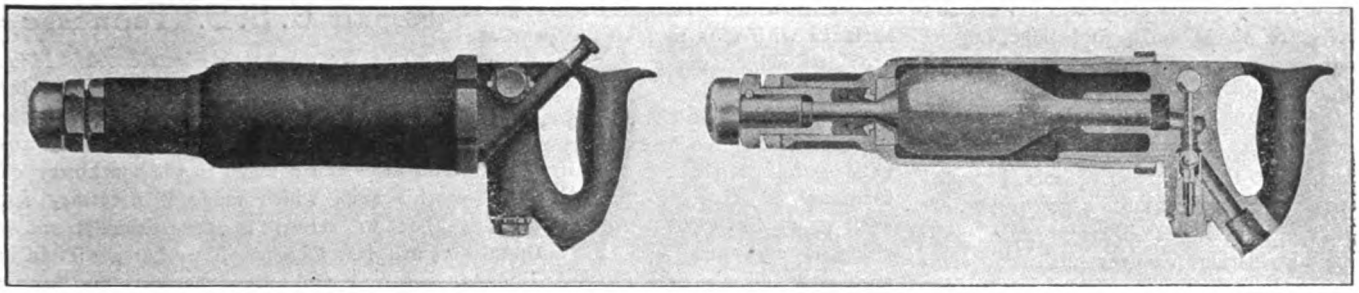


HAMMER FOR USE WITH WAVE POWER MOTOR

enough to have an ample factor of safety in supporting the ship against tipping, this screw is operated easily by the pull of a light chain, because the block which it lifts into contact with the ship's hull is almost entirely of wood and practically floats into position as the screw is turned on its pivot bearing.

As soon as contact with the ship's hull is obtained, a heavy pressure reacts on the screw threads and stops the vertical motion at once, the method of turning the screw with the light chain being entirely inadequate to operate the block as a jack and exert any dangerous lifting pressure. In order to exert sufficient pressure to force any single block into place after releasing it during painting or repair work, a bar may be used against lugs cast on the rim of the chain wheel.

The outer casting consists merely of a short length of wrought iron pipe screwed into a base casting which is fastened rigidly to the deck at any desired distance from the keel. This not only makes a stiff support and guide for the block but, also, a rugged protection against damage. By tapping this outer casting to receive suitable bolts, the screw and chain wheel are prevented from lifting, the vertical motion of the block is limited, and its rotation prevented.

The axis is slightly inclined from the vertical since it is necessary for it to be approximately normal to the lines of the ship at the point of contact . If additional inclination is necessary at any point, it can be obtained by fastening the block to the dock with suitable filler pieces or wedges.

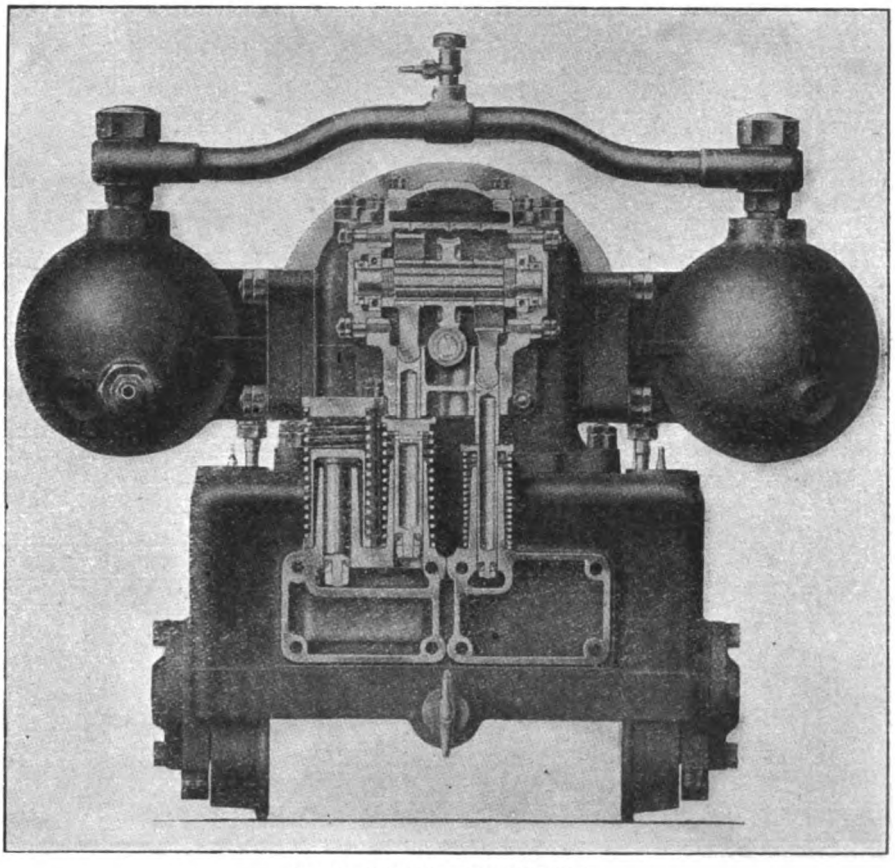
Wave Power Motor

As a recent addition to the field of mining, shipbuilding and shop tools, English interests have produced a new type operating by liquid wave motion as the motive power. According to the manufacturer, W. H. Dorman & Co., Ltd., Stafford, Eng., there need be no direct or continuous flow, the particles of the liquid, usually water, merely pulsating backward and forward. Advantages claimed for the system are: simplicity, adaptability, portability, low initial cost, low maintenance charges and safety.

Wave transmission equipments consist of three main parts, a wave generator, a wave motor and a wave transmission pipe line. The generator is a machine of one or more metal cylinders each fitted with a piston connected by a crankshaft to any type of high-speed prime mover, such as the ordinary steam or internal combustion engine or electric motor. The motor is an apparatus of one or more metal cylinders each fitted with a piston and designed to receive the power wave at the intake end. The other end of the piston is suitably connected to the tool or other mechanism desired to be operated. Simplest applications are found in such appliances as rock drills and riveting hammers, where the piston is used as a floating hammer and strikes directly on to the shank end of the drill steel or rivet snap.

Ordinary rigid or flexible piping is used to contain the liquid, which extends from the wave generator to the motor and is referred to as the liquid column. Various kinds of fluid may be used, from water to heavy oil. The highest efficiency, however, it is claimed, is obtained through water. No tendency is found for the pipe to straighten itself out, when subjected to the highest internal pressures. The individual sections of any desired length are made from solid drawn steel tube or other special metal with a new type of spherical joint at the ends.

The wave power generators are made in a range of sizes from 10 horsepower upward and are suitable for frequencies up to 50 cycles per second. These generators can be belt driven or direct con-



WAVE POWER GENERATOR

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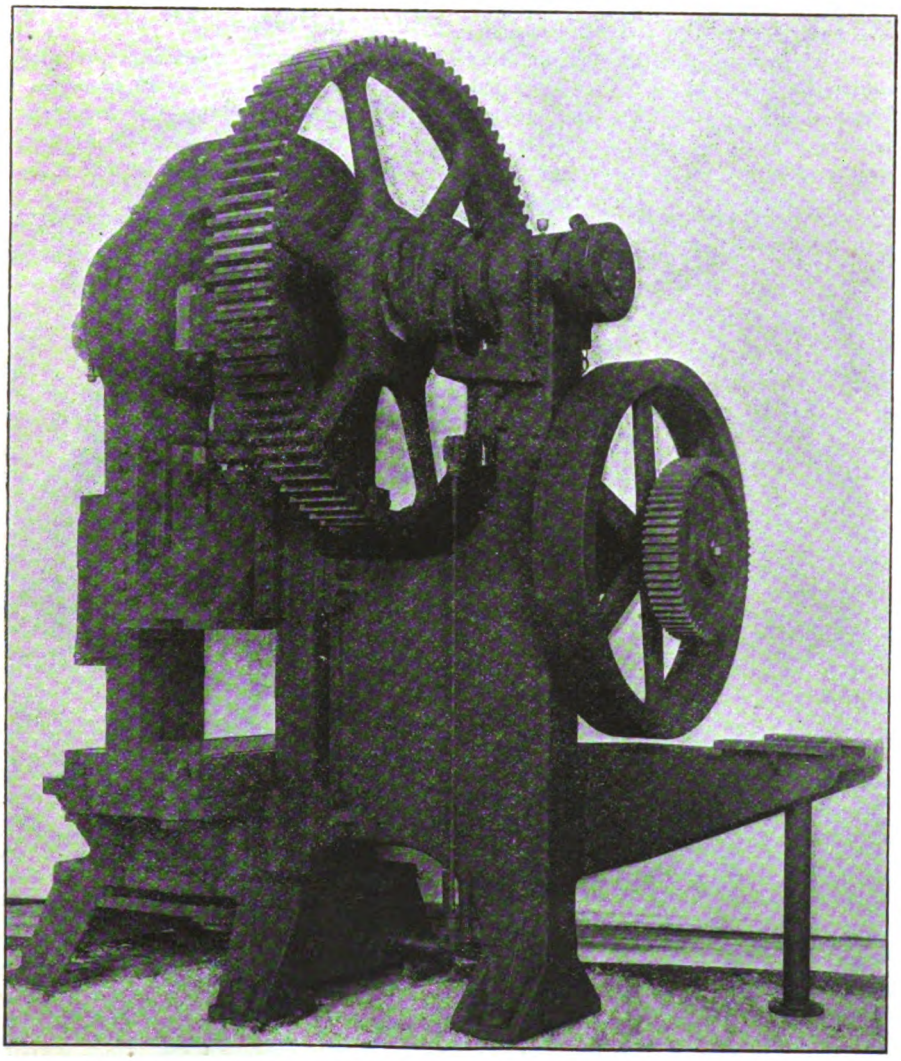
nected to any suitable prime mover, and being relatively small and light can be mounted conveniently on the same bed plate as the prime mover, thus making a portable unit, when mounted on wheels.

Among the numerous tools operated with the wave motion system are: Hammer and jack-hammer type rock drills, riveting hammers, riveting machines, pile drivers, propeller drive and speed reducing gears, reversing mechanisms, winch and capstan driving and submarine signalling and detection.

Produces Trimming Press for Variable Duty

An additional straight side trimming press has been added to the four types manufactured by Williams, White & Co., Moline, Ill. The new press is larger than any of the four previous machines and is designed primarily for the removal of flashings from drop hammer forgings. However, due to the dimensions of the table and ram face areas, it may be used for perforating, blanking, embossing, stamping and redrawing. Hand scraped guide surfaces with gibs to take up wear are provided, which make possible the use of high grade dies.

The machine which is shown in the illustration has a semisteel frame. An outside slide is added to permit the performance of auxiliary operations. The steel gears have cut teeth. Each machine is equipped with an automatic stop jaw clutch which is 21 inches in diameter and has six jaws. Adjustments may be made when the work varies by means of a screw mechanism in the pitman which moves the ram to adjust the die space. To facilitate repairs, a bushed pin connection has been inserted between the ram and pitman. Machine depreciation at the thrust end of the pitman has been guarded against by a bronze lined steel thrust block. A leather lined brake has been provided on the main shaft and will bring the machine to a complete stop after the power is disconnected. In case that a belt drive is desired for operating the press the flywheel serves as the tight pulley. This arrangement assures compactness by shortening the pinion shaft.



SOLID FRAME TRIMMING PRESS WHICH ALSO WILL PERFORM PERFORATING, BLANKING, EMBOSSING, STAMPING, ETC.

Repair U. S. S. Tennessee

The Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa., builder of the electrical propelling equipment of the battleship TENNESSEE, announces the damage to the machinery of this ship, which made it necessary for her to return to the Brooklyn navy yard last October, has been successfully repaired and the cause of the injury removed.

The accident was purely mechanical in its nature. The revolving field coils of one of the main generators shifted their positions and a part of their insulation was rubbed off. From the standpoint of the manufacturer, the trouble was not particularly serious, since the steps needed to correct it were immediately obvious and required no radical changes in either the construction or design of the field. But it was necessary to cut away two armor-plate decks in order to remove the apparatus.

New fields for both generators have been thoroughly tested under conditions far more severe than those that will be encountered in service, and have been delivered to the navy yard. They will be immediately installed. The total cost of the repairs will not exceed $50,000.

The electrical performance of the TENNESSEE during her trial trip was highly satisfactory. Her ability to return with uniform power on all four of her propellers, although one generator was shut down, demonstrated in a practical manner the extreme flexibility of the electric system of ship propulsion.

Makes Record Repair

What many shipbuilders believe to be a record, was established by the Harlan plant of the Bethlehem Shipbuilding Corp., Ltd., Wilmington, Del., when but 26 days were taken to replace two cracked bedplates in the engine of the ALBERT E. WATTS, a 10,000-ton tanker being constructed for the Sinclair Consolidated Oil Corp.

The 26 days included the time between cracking of the bed plates, Dec. 31, and the "blowing out" or turning over of the engine under stream, Jan. 26. Ordinarily, the procuring of a pair of 17,000-pound castings, their reaming, drilling, lining-up and installation on the ship, would consume six or seven weeks.

Despite this setback, the Harlan plant swung in on the original delivery date of the big tanker, Feb. 1. Departments concerned received a letter from E. G. Grace, president of the Bethlehem Steel Co.

The J. H. W. Steele Co., New Orleans, announces biweekly sailings to Calcutta and the Straits Settlements by steamers of the Osaka Shosen Kaisha.

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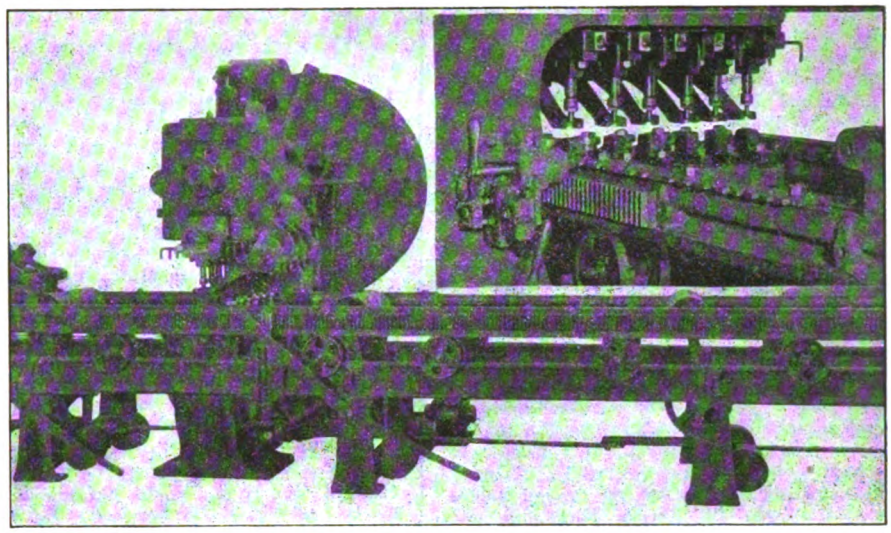
Designs Spacing Table for Punch Work

A semiautomatic spacing table adaptable to either vertical open gap punches or multiple punches for handling plates, angles, beams, girders, channels or other structural shapes, recently has been manufactured by the Cleveland Punch & Shear Works Co., Cleveland. This machine, as shown in the accompanying illustration, has a 100-foot runway and a movable table of 50-foot capacity, although additional units may be added as needed. The table moves on rollers of large diameter and is propelled by a rack and pinion on each side. Adjustable tie castings provided with clamps for gripping various styles and kinds of material are located at each end of the table.

Punched material may be unloaded while new material is being located on the table and feed may be in either direction depending upon shop conditions. The rollers which support the material are counterbalanced by weights and have an adjustment of 24 inches from the top of the dies, thus permitting a 24-inch range in the size of work. These rollers are hand raised through a rack and gear segment and are locked in position by jaws on the extreme end of the runway. Springs located near the locking device act as a cushion when the punches force material down on the dies and also absorb the shock when the material is loaded.

Propelling power is supplied by a motor through double friction clutches controlled by push buttons. In feeding the work through the machine the large friction clutch lever, the handle of which is shown in the illustration, is thrown forward after which the operator releases the stop pin by the small handle above and to the left. As the table moves along the pin slides into a notch in the carriage acting to stop it. After the punching operation the carriage is started on its way by again releasing the stop pin. Feeding speed is at the rate of about 10 feet per minute.



FRONT VIEW OF NEW SPACING TABLE FOR PUNCH PRESSES. INSERT SHOWS THE PUNCHES AND OPERATING LEVERS

Governor for Pump

An improved automatic pump governor has been added to the line of steam and water appliances manufactured by the Atlas Valve Co., Newark, N. J., as a result of its recent purchase of patents and manufacturing rights from the Ideal Automatic Mfg. Co.

This automatic governor is an oil-controlled, piston-actuated, pressure-controlling valve for pumps for fresh and salt water, oil, ammonia, air, gas etc. It is designed to be extremely sensitive, with an oil body in the hydraulic pressure cylinder against the lower head of the hydraulic-pressure-actuated piston which operates the valve in the power line to the pump. This body of oil prevents the liquid being pumped from reaching the hydraulic pressure cylinder and thus prevents any sticking of the piston from corrosion or because of grit or sediment in the liquid being pumped. An oil trap provides for settling of solids and for retaining a sufficient amount of oil in the cylinder constantly to lubricate the cylinder walls, piston, and packing. These governors are constructed to maintain with a constant pressure or to permit of variation of the pressure as desired.

Special adaptations of this governor have been made for a variety of purposes.

Late Marine Patents

Copies of any one of these patents can be obtained by forwarding 25 cents in stamps to Siggers & Siggers, patent attorneys, National Union building, Washington, mentioning MARINE REVIEW.

1365929 vessel loading device—Alex. M. McDougal, Duluth.

1365939 ship propulsion—Hans Mortenson Sr., Penrose, Colo.

1366269 Cellular construction of vessels—Coll McDonald, Mornington, New Zealand.

1366218 Stockless anchor—Charles W. Steele, Portland, Oreg.

1366825 Boat propeller—Oliver H. Olive, Idaho Falls, Idaho.

1366836 Propeller—Henry F. Rae, Cumbrae, England.

1367123 Boat propelling mechanism—Charles H. Clower, Philadelphia.

1367250 Apparatus for raising sunken vessels—Howard A. Gray, Godfrey, Ill.

Business News for the Marine Trade

Two buildings at the plant of the B. F. Sturtevant Co., Boston, recently were damaged by fire. The company manufactures blowers, etc.

The New England Oilless Bearings Co., Boston, recently was incorporated by George E. Parker, George E. Parker Jr., and A. H. Welch.

The Ivar-Lite, Inc., Boston, has been incorporated with $250,000 capital stock to manufacture electric apparatus, etc., by G. Ivar Johnson, Malden, Mass., Herbert K. Feeney, Brookline, Mass., and Robert G. H. Willison.

Capitalized at $250,000, the Union Maritime Co., Boston, recently was incorporated to build water craft of all kinds, by Edward A. Holmes, Quincy, Mass., William E. Martin and Clement J. Dore.

The North End Welding & Machine Shop, New Bedford, Mass., has been started by Louis A. Martin.

Plans are being prepared by the Chapman Valve Mfg. Co., Springfield, Mass., to erect a foundry, 27 x 50 feet.

The navy department will let contracts at San Diego, Cal., for the erection of a naval warehouse.

The Erie Basin Blacksmith Shop, Brooklyn, N. Y., recently was incorporated with a capital stock of $10,000, by S. Fuhrman, I. and F. E. Zvirin, 140 Rivington street, Brooklyn.

Capitalized at $24,000, the Becker Leiss Chain Co., Newark, N. J., recently was incorporated by Charles A. Becker, Alfred Scheuffle and John M. Leiss.

The Cochrane Steam Specialty Co. of Massachusetts, Boston, recently was incorporated with a capital stock of $20,000, by Horace E. Sibson, William S. Hallowell and John C. Jones.

The Victor Welding Works, New York, has been incorporated with a capital stock of $20,000, by W. Malinka, O. Malinka and O.

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Malinka Jr., 358 East Fifty-seventh street, New York.

The Lowell Iron & Steel Co., Lowell, Mass., has been formed by Bartholomew, George, Frank and Phillip Scannell of the Scannell Boiler Works.

Capitalized at $12,000, the Great Easter Iron Works, New York, recently was incorporated by L. Qvatinets, J. Cohen and H. G. Harris, 716 West 180th street, New York.

The Waters Arc Welding Corp., New York, recently was incorporated with a capital stock of $100,000, by F. C. Lord, H. A. Miller and A. K. George, 166 West Seventy-seventh street, New York.

The Chicago Radio Apparatus Co., Inc., 508 South Dearborn street, Chicago, recently was incorporated to manufacture radio apparatus, with a capital stock of $15,000, by Leonard L. Lynn, Clarence C. Klentz, and a number of others.

Capitalized at $1,500,000, the General Boilers Co., Waukegan, Ill., recently was incorporated to engage in the manufacture of boilers and boiler equipment, by C. T. Nelson, H. M. Reynolds and A. H. Chrisman.

The McLean Contracting Co., Baltimore, has been awarded the contract for preliminary work on the proposed municipal pier at the foot of Chestnut street, Philadelphia. Plans call for a building to be erected on the pier to be 80 x 583 feet.

The Linde Air Products Co. has bought 45,000 square feet at Pittsburgh, on which it is reported planning the erection of a modern plant.

The Carlen Engineering Co., Pittsburgh, shortly will apply for a charter to engage in business to consist of designing, arranging, fabricating, etc., in steel bars, shapes, plates, etc. Charles Gulentz, 1110 Park building, Pittsburgh, is in charge of organizing.

The Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa., is reported contemplating the erection of a dam across the Delaware river and the erection of a large power house.

Plans are being prepared by the Burley Welding Works, Brooklyn, N. Y., for the erection of a factory building, 3-stories, 40 x 100 feet, to be built at a cost of $50,000.

The Fox-Cobe Mfg. Co., New York, has been incorporated with a capital stock of $5000, by C. A. Fox, B. M. Cobe, 711 West 180th street, and others, to engage in the manufacture of devices.

The Belle Isle Boat & Engine Co., 2096 East Jefferson avenue, Detroit, has had plans prepared for the erection of a plant building, to be 1-story, 90 x 150 feet.

The Ocean Floating Safe Co., 4520 West Grand boulevard, Chicago, plans the erection of an addition to its plant, 2-stories, 132 x 185 feet.

The Supercharge Engine Co. of Canada, Ltd., Montreal, Que., recently was incorporated to manufacture engines, etc., with a capital stock of $2,000,000, by J. A. Choquette, J. Demers and a number of others.

The China Ship Corp., New York, has been incorporated with $5000 capital stock, by N. V. Loring, F. R. Sandford Jr. and W. G. Chan, 146 West Eighty-third street.

Capitalized at $800,000, the Parkersburg Dry Docks Co. recently was incorporated in Delaware by M. L. Rogers, L. A. Irwin and W. G. Singer.

Piers and docks will be acquired by the North River Terminal Corp., New York, which was recently incorporated with a capital stock of $10,000, by T. S. Kearney, J. T. Mott and B. Murray, 188 Claremont avenue.

The Pacific Coast Shipping Co., New York, recently was incorporated to engage in business as a custom house broker, with a capital stock of $25,000, by R. K. Haggerty, W. H. Ricer and I. E. Celetano, 169 West Ninety-ninth street.

Boats will be operated by the Margaret Shipping Corp. which was recently incorporated in Delaware with a capital stock of $30,000, by Alfred Jaretzki Jr., T. Catesby and Ben Merklen Jr., New York.

Capitalized at $1,000,000, the Central Steamship & Commerce Co. recently was incorporated in Delaware by T. S. Croteau, M. A. Bruce and S. E. Dill, Wilmington, Del.

The A. B. & C. Shipping Co. has been incorporated in Delaware to operate boats, with a capital stock of $1,000,000, by A. W. Britton, S. B. Howard and R. K. Thistle, New York.

The Radio Corp. of South America, has changed its name to the South American Radio Corp. with headquarters at New York. The capital stock has been increased from $11,000,000 to $20,000,000.

Overseas Salvors, Inc., has been incorporated in Delaware to engage in ocean commerce, with a capital stock of $600,000, by John W. Crandall, E. M. Potter and J. V. Banner, New York.

The Bonom Reversible Turbine Co. has been incorporated in Delaware with a capital stock of $100,000, by Alfred Bonom, Paterson, N. J., E. M. Lee and A. Radcliffe, New York.

Capitalized at $300,000, the Baltimore Derrick & Salvage Corp. recently was incorporated in Delaware, by Louis F. Bloom Jr., Baltimore, James F. McLeod, Ridgewood, N. J., and Ralph E. Chapman, Brooklyn, N. Y.

The North Terminal Corp., New York, recently was incorporated with a capital stock of $10,000, by T. S. Keary, J. T. Mott and B. Murray, 188 Claremont avenue.

The Keystone Airline Corp. has been incorporated in Delaware with a capital stock of $1,000,000, by W. A. McCoy, Pittsburgh, W. I. N. Lofland and Frank Jackson.

Capitalized at $100,000, the Exchange Steamship Co. has been incorporated in Delaware by T. S. Croteau, M. A. Bruce and James E. Mantor, Portland, Me.

The Marine Oil Co. recently was incorporated in Delaware with a capital stock of $1,000,000, by W. I. Lofland, Frank W. Jackson and Mark W. Cole.

The Maritime Hardware Co., New York, recently was incorporated with a capital stock of $10,000, by R. B. Morse, H. K. Bleeker and J. J. Mead, 323 Seventy-fourth street.

Capitalized at $100,000, the Pennsylvania Transatlantic Steamship Co. recently was incorporated in Delaware by T. S. Croteau, M. A. Bruce and S. E. Dill.

The Riverside Navigation Co., New York, recently was incorporated with a capital stock of $20,000, by A. A. Barr, R. T. Windle and W. S. Robinson, 214 East Eighty-fifth street.

Business Changes

On March 1, the name of the Locomotive Superheater Co., New York, was changed to the Superheater Co. In recent years the work of the company has been broadened from the railroad field to include others where conservation of fuels is equally essential. This has brought the company into direct contact with the shipping industry through intensive development of feed water heating equipment for marine application. The change in name was made to cover adequately the company's expanded services.

* * *

Catskill Evening Line, Inc., has taken over the property of the Catskill & New York Steamboat Co., Ltd. Service between New York and Catskill, Hudson, Coxsackie and intermediate landings will be resumed. C. M. Englis and E. E. Olcott are included in the new board of directors and R. A. Hiscano continues as general manager. The old company had been in receivers' hands but the new firm is said to be adequately financed.

* * *

The Watson Engineering Co., designing and constructing engineer and architect, is now occupying new offices in the Cook building, 4614 Prospect avenue, Cleveland. The offices give practically double capacity, the drawing room accommodating more than 50 draftsmen.

* * *

The Superheater Co., New York, has acquired the patents and business of the Locomotive Feed Water Heater Co.

* * *

F. Marti & Co., Boston, foreign freight forwarders, have discontinued operations temporarily, because of the small movement of foreign freights at the present time.

* * *

The Southwark Foundry & Machine Co., Philadelphia, has opened district offices at 804 Swetland building, Cleveland, under the management of Stewart Bolling. He has had long experience with the Southwark company and is an engineer trained in handling production problems.

* * *

The firm of Pitou Bros., ship operator and charterer, New York, has been dissolved, M. I. Pitou retiring. The business will be continued by Spire Pitou and F. C. Kinscherf under the name of Spire Pitou & Co. Mr. Kinscherf has been chartering agent for the firm.

* * *

The law firm of Warren, Cady, Ladd & Hill, Detroit, has been dissolved by the death of Sanford W. Ladd. Charles B. Warren, William B. Cady, Sherwin A. Hill and Joseph G. Hamblen Jr., members of that firm with Carl V. Essery and Charles E. Lewis will continue the business of the old firm under the name of Warren, Cady, Hill & Hamblen.

New Trade Publications

PROTECTION FROM FIRE—Ship fires are a marine risk of serious importance. The menace of fire breaking out while the ship is at sea, with the possibilities of loss of lives and property damage, is one which outranks practically every other marine peril. A booklet, being distributed by the Foamite Firefoam Co., New York, is devoted to its system of overcoming the fire hazard. The booklet traces the development of the company's method for covering burning objects with a foam which stifles the flames. Special attention is given to the methods of extinguishing oil fires, for use of the product in boiler rooms, in automatic sprinkler heads, in engine-room bunkers, etc. A complete description is given of the system, its method of installation and use and of the different means of carrying the product so as to have it readily available. Lists also are shown of the firms and ships equipped with this system.

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